

CITY of SAN DIEGO
MEMORANDUM

FILE NO: 430

DATE: September 28, 1990

TO: John C. Smith, Police Officer II, I.D. #4047

FROM: Bob Burgreen, Chief of Police

SUBJECT: Notice of Suspension

This memo is being hand delivered to advise you that you are being suspended from your employment with the City of San Diego for the period of twenty (20) working days (200 hours) effective October 5, 1990. Prior to making this decision, you were given written notice of the grounds for this action by Captain J. B. Sing on September 28, 1990. You were further given an opportunity to respond to these charges, and as a part of the response, you waived your pre-discipline (Skelly) hearing on September 28, 1990.

On July 4, 1990, at 2230 hours, you were involved in a police equipment accident while driving equipment number 1207. You were driving on a simulated island and struck the raised median. In addition, you were operating your emergency equipment in an inappropriate manner. After the collision you failed to properly report the accident.

When the accident was discovered and investigated on July 6, 1990, you made untruthful written and verbal statements to your immediate supervisor, and the investigating Traffic officers. Based on this information inaccurate reports were prepared.

On August 15, 1990, the Fleet Safety Sergeant ruled that your accident on July 4, 1990, was "Preventable, Category 3."

Therefore, based on the information available to me, I believe a suspension from duty is appropriate for the following reasons:

You have violated Civil Service Rule XI, Section 3(d), in that you violated the following lawful or official regulations:

- A. Department Policy 1.12, IV, A., Operation of Police Vehicles, in that you failed to notify Communications that you were involved in a police equipment accident.
- B. Department Policy 1.12, E., Operation of Police Vehicles, in that you failed to fill out form RM-1551, Vehicle Accident Report, within 24 hours of the collision.
- C. Department Policy 1.13, III, B 2, and 3, Emergency Vehicle Operation, in that you were operating your emergency lights and siren in an inappropriate manner.

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- D. Department Policy 9.3, Obedience to Laws, in that while operating the official police vehicle you were in violation of Vehicle Code Sections 22651(A), driving through a simulated island, and 22350, speed for conditions.
- E. Department Policy 9.28, Department Reports, in that you failed to submit your daily journal in a timely manner; and that your original ARJIS-9 and RM-1551 reports concerning the collision contained false information.
- F. Department Policy 9.29, Truthfulness, in that you gave untruthful written and verbal statements to your immediate supervisor and investigating Traffic officers. These untruthful statements resulted in inaccurate police reports being filed.

Previous disciplinary actions include:

You are hereby notified that any further instances of misconduct may result in more serious disciplinary action, including termination.

In accordance with Civil Service Rule XI, you have the right to appeal to the Civil Service Commission. If you wish to make this appeal, it must be done within five (5) working days after receipt of this notice. Your request for appeal must be in writing and must be delivered to the Personnel Director or his designated alternate within the five-day appeal period. The Personnel Director's Office is located on the ninth floor of the City Administration Building, 202 "C" Street, San Diego, California 92101.

A failure to submit said written demand to the Civil Service Commission within five (5) working days after receipt of this notice shall result in the waiver of your right to appeal and the forfeiture of all your rights to a hearing in the case before the Commission.

You also have the right to prepare a written rebuttal and have it placed with this Notice of Suspension in your personnel file. Any rebuttal must be submitted to the Police Personnel Division within thirty (30) calendar days of receipt of this notice.

DEPUTY CHIEF

Bob Burgreen
Chief of Police

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This Notice of Suspension was handed to me in the presence of Lt. John Morrison on 9-28-90. I have been given full explanation as to my right of appeal and instructions on how to proceed. Receipt of this memorandum is acknowledged.

[REDACTED]
Employee's Signature

9-28-90

Date

[REDACTED]
Witness Signature

JT

9-28-90

Date

cc: City Manager
City Personnel Director
Police Personnel Office-file

CITY of SAN DIEGO
MEMORANDUM

FILE NO: 430

DATE: September 28, 1990.

TO: John C. Smith, Police Officer II, I.D. #4047

FROM: James B. Sing, Commanding Officer, Northern Division

SUBJECT: Advance Notice of Adverse Action

This is to notify you that I am recommending to the Chief of Police that you be suspended from your position as a Police Officer II for twenty (20) working days. I am proposing that your suspension be made effective at the earliest convenience of the Department, given your right to appeal my recommendation.

This recommendation for your suspension is based on the fact that:

On July 4, 1990, at 2230 hours, you were involved in a police equipment accident while driving equipment number 1207. You were driving on a simulated island and struck the raised median. In addition, you were operating your emergency equipment in an inappropriate manner. After the collision you failed to properly report the accident.

When the accident was discovered and investigated on July 6, 1990, you made untruthful written and verbal statements to your immediate supervisor, and the investigating Traffic officers. Based on this information inaccurate reports were prepared.

On August 15, 1990, the Fleet Safety Sergeant ruled that your accident on July 4, 1990, was "Preventable, Category 3."

Therefore, based on the information available to me, I believe a suspension from duty is appropriate for the following reasons:

You have violated Civil Service Rule XI, Section 3(d), in that you violated the following lawful or official regulations:

- A. Department Policy 1.12, IV, A., Operation of Police Vehicles, in that you failed to notify Communications that you were involved in a police equipment accident.
- B. Department Policy 1.12, E., Operation of Police Vehicles, in that you failed to fill out form RM-1551, Vehicle Accident Report, within 24 hours of the collision.
- C. Department Policy 1.13, III, B 2, and 3, Emergency Vehicle Operation, in that you were operating your emergency lights and siren in an inappropriate manner.

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- D. Department Policy 9.3, Obedience to Laws, in that while operating the official police vehicle you were in violation of Vehicle Code Sections 22651(A), driving through a simulated island, and 22350, speed for conditions.
- E. Department Policy 9.28, Department Reports, in that you failed to submit your daily journal in a timely manner, and that your original ARJIS-9 and RM-1551 reports concerning the collision contained false information.
- F. Department Policy 9.29, Truthfulness, in that you gave untruthful written and verbal statements to your immediate supervisor and investigating Traffic officers. These untruthful statements resulted in inaccurate police reports being filed.

Previous disciplinary actions include:

Before any action is taken on this recommendation to suspend you from duty, you have the opportunity to respond and present any information you wish as to why this action should not take place. You have the right to be represented and to respond either orally or in writing to me by WAIVED HEARING on _____ . A failure to respond to me by that time will be deemed a waiver of your opportunity to respond. A copy of all reports and previous discipline upon which this action is based is attached. These are listed below:

1. Officers John Smith and Peter Caruso's Daily Activity Journal, dated July 4, 1990.
2. Collision Report, dated July 6, 1990, written by Officer D. Jennes, I.D. #3594, and S. Thompson, I.D. #3746, detailing the Police Equipment Collision of July 4, 1990.
3. Vehicle Damage Report, form RM-1551, completed by Officer John Smith, on July 6, 1990.
4. Supervisor's Vehicle Accident Investigation Report, form RM-1567, completed by Sergeant Richard O'Hanlon, dated July 7, 1990.
5. ARJIS-9 Report written by Officer Caruso, dated July 9, 1990.
6. ARJIS-9 Report written by Officer John Smith, dated July 9, 1990.
7. Vehicle Damage Report, written by [REDACTED] dated July 12, 1990.
8. Review of Materials Policy, signed by Officer Caruso and Sergeant O'Hanlon, dated July 13, 1990.

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9. Review of Materials Policy, signed by Officer Smith and Sergeant O'Hanlon, dated July 13, 1990.
10. Review of Materials Policy, signed by Officer Smith and Sergeant O'Hanlon, dated July 24, 1990..
11. Amended Collision Report completed by Sergeant Richard O'Hanlon, dated July 28, 1990, detailing the collision of July 4, 1990.
12. Amended Supervisor's Vehicle Accident Investigation Report, form RM-1567, completed by Sergeant Richard O'Hanlon, dated July 24, 1990.
13. Memorandum, dated August 1, 1990, completed by Detective J. A. Stewart, Traffic Investigations Unit.
14. Amended Vehicle Damage Report, form RM-1551, completed by Officer Smith on August 2, 1990.

- [REDACTED]
16. City Manager Vehicle Collision Review and Prevention Program Report, #90-207, dated 08-15-90.

The tape recorded interviews of Officers Smith and Caruso as well as the Communications tape of incident B6548 will be maintained by Sergeant Richard O'Hanlon.

[REDACTED]
James B. Sing,
Captain

On 9-28-90 @ 0920,
I witnessed the personal delivery
of this notice and the above
listed documents to the employee
[REDACTED]

Witness Signature

Without agreeing to or admitting to
any of the statements above, I admit
receiving this notice and the above
listed documents on 9-28-90 @ 0925 hrs
[REDACTED]

Employee's Signature

CITY OF SAN DIEGO
MEMORANDUM

FILE NO: 430

DATE: August 7, 1990

TO: Gary L. Gollehon, Lieutenant, Northern Division

FROM: Richard M. O'Hanlon, Sergeant, Beach Enforcement Team

SUBJECT: Supervisor's Investigative Report Concerning Misconduct of Officer John C. Smith, I.D. #4047

SUMMARY

On July 4, 1990, at approximately 2230 hours, Officer John C. Smith was driving equipment number 1207. Officer Peter J. Caruso, I.D. #4009, was the passenger officer. Smith struck a raised asphalt median at 1100 Sea World Drive. This accident caused moderate damage to the police vehicle. This accident was not properly reported. Unit 1207 was found damaged the next morning by Northern Division garage personnel.

On July 6, 1990, a traffic collision investigation was conducted. During this investigation Officer Smith made untruthful statements concerning the collision. The untruthful statements were made to Smith's immediate supervisor, Sergeant Richard M. O'Hanlon, I.D. #2699, as well as the investigating officers from Traffic Division. The untruthful statements made by Officer Smith were in both verbal and written form. Officer Smith also made untruthful written statements on form RM-1551, Vehicle Damage Report. Based on these untruthful statements an inaccurate collision report was completed. Also an inaccurate Supervisor's Vehicle Accident Report (RM-1567) was completed. Smith originally stated the collision occurred while he was responding "Code Three" to a "Cover Now" call. Subsequent investigation revealed that Smith was not responding to an emergency call when the accident occurred. Smith was operating a police vehicle unsafely when he struck a raised asphalt median.

The Fleet Safety Sergeant ruled the collision a "Preventable, Category Three." (Accident #90-207.)



INVESTIGATION

On July 5, 1990, at approximately 0700 hours, Northern Automotive Technician [REDACTED] attempted to drive equipment number 1207. [REDACTED] found the unit parked adjacent to the car wash along the east fence of the parking

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INVESTIGATION (Continued)

lot. As [REDACTED] started the vehicle he immediately noticed the gear shift indicator was broken. As [REDACTED] drove the vehicle it became apparent the steering column and alignment were also damaged.

Unit 1207 was placed on a rack where the damage could be evaluated further. An examination of the vehicle revealed significant undercarriage damage. The inside rear view mirror had been knocked off. The front bumper was misaligned. Both front rims were bent. There was damage to the front cowling near the hood latch. The inside hood bracing had two dents in it from being struck by the engine.

Equipment number 1207 is assigned to the Northern Division Beach Enforcement Team. At the time the damage was discovered the odometer read 82109.5. miles. Lieutenant R. L. James, I.D. #1469, was notified of the damaged vehicle.

Lieutenant James advised me of the damaged vehicle when I arrived at work. I reviewed the Journals from July 1, 1990, through July 4, 1990, in an attempt to locate the last driver of that unit. During my review I was unable to locate the journal for Officers Smith and Caruso for July 4, 1990. I recalled seeing Smith and Caruso driving a black and white unit the evening of July 4, 1990. I did not recall what the equipment number was. I had seen the officers at the command post, at approximately 2200 hours on July 4, 1990, and advised them they were cleared to secure.

Thursday, July 5, 1990 was a day off for Officers Smith and Caruso.

On Friday, July 6, 1990, I told Smith and Caruso that I needed their journal from July 4, 1990. They stated they had inadvertently left the document at the lifeguard station at 700 Ventura Place. I ordered Smith and Caruso to retrieve the journal and return immediately to Northern with the document. This journal would indicate which vehicle Smith and Caruso were driving on the 4th.

Approximately forty-five (45) minutes later I attempted to raise Smith and Caruso on the radio. I walked outside the station and saw Smith and Caruso by the garage area talking to [REDACTED], a mechanic. Unit 1207 was up on a rack.

I asked Smith and Caruso if they had retrieved their journal. They replied, "No, [REDACTED] told us about the damaged car." Smith stated, "I guess I damaged the car more than I thought."

At approximately 1915 hours I asked Smith and Caruso about their knowledge of the damaged vehicle. Sergeant Dave Douglas, I.D. #2237, was also present during this initial interview.

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INVESTIGATION (Continued)

Officer John Smith stated essentially the following about the damaged vehicle:

We were going to the "Cover Now" at De Anza Cove. I started out from near Fiesta Island. Traffic was really backed up. I was going Code-3, with my lights and siren. I hit the curb. The call went Code-4 after we got on the freeway. I drove to Mission Bay Hospital and checked the car. I didn't notice any damage to the hood or anywhere else. The steering was a little off. The car drove fine the rest of the night. The gear shifter felt a little funny.

Officer Caruso stated essentially the following:

We were going to a cover call at De Anza Cove. John was driving, we hit the curb at Sea World Drive near I-5. We hit pretty hard. We didn't have a problem with the car the rest of the night. John said the gear shifter felt a little funny. We stopped at Mission Bay Hospital and checked the car. I'm not a mechanic. I didn't notice any damage. We didn't look at the undercarriage.

On July 6, 1990, a Traffic supervisor, Sergeant W. Clem, I.D. #1484, and Officers S. Thompson, I.D. #3746, and D. Jennes, I.D. #3594, responded to Northern Division to investigate the police equipment accident. The damage to Unit 1207 was identified and photographed.

The following damage was identified:

1. Cracked right turn signal and housing, cracked right front bumper area.
2. Broken shift linkage.
3. Damaged oil pan.
4. Damaged front stabilizer bar.
5. Bent front rims.
6. Dents to the underside of the hood from the engine striking it.

I ordered Smith and Caruso to locate their daily journal. I further instructed them to meet myself and the Traffic officers at Sea World Drive and Pacific Highway to locate the accident scene.

Smith and Caruso retrieved their journal from July 4, 1990, and located the accident scene at 1100 Sea World Drive. At the accident scene Smith and Caruso gave written statements, ARJIS-9's, as to how the accident occurred. These reports were incorporated into the accident report written by Officers Jennes and Thompson, dated 07-06-90.

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INVESTIGATION (Continued)

The ARJIS-9 reports written by Smith and Caruso both indicated they were driving "Code Three" to a cover call at De Anza Cove. According to these reports Smith and Caruso were driving through a simulated island, eastbound on Sea World Drive. As they were driving through the island they struck a raised asphalt center median. Smith and Caruso stated that after striking the median the cover call went "Code Four." Smith drove to Mission Bay Hospital. Smith and Caruso stated they inspected the vehicle and did not see any damage. Smith stated the alignment appeared to be off.

Smith and Caruso stated they drove this unit for the remainder of their shift. Smith and Caruso secured from their shift at approximately 2300 hours on July 4, 1990.

The radio transmissions on Frequency Two and TAC were reviewed. The cover call occurred on July 4th, at 1626 hours. (Incident number 5642.) A parking controller was struck by a vehicle while directing traffic at De Anza Cove. This vehicle was subsequently located and the occupants were taken into custody. The tape recording indicates Smith and Caruso, Unit 171Z, never advised the dispatchers on either frequency they were responding to the cover call.

A review of Smith and Caruso's journal for July 4th, shows they volunteered for the cover call. The time of the cover call noted on the journal is 1600 hours.

The Traffic units completed their investigation and forwarded the accident report to the Fleet Safety Sergeant. Officer Smith completed a Vehicle Damage Report, form RM-1551. Smith indicated on this document he was enroute to a cover call at 1600 hours when the accident occurred. Smith wrote he was driving Code-3 in the center island, getting around stopped traffic when he struck the raised island. Smith further wrote he stopped at Mission Bay Hospital and inspected the police unit for damage. Smith indicated he did not see any damage. Smith wrote he first became aware of the damage when a garage mechanic told him about it.

Smith completed his reports on July 6, 1990.

On July 6, 1990, I completed a Supervisor's Vehicle Accident Investigation Report, form RM-1567. My investigation was based on Smith and Caruso's verbal and written statements to the Traffic officers. My investigation indicated Smith was driving Code-3 to a "Cover Now" call at De Anza Cove. While driving through a simulated island Smith struck a raised asphalt median at 1100 Sea World Drive. My investigation also indicated this collision was not properly reported. The Supervisor's Vehicle Accident Investigation Report and Vehicle Damage Report were forwarded to the Fleet Safety Sergeant.

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INVESTIGATION (Continued)

On Saturday, July 7, I was at 700 Grand Avenue with [REDACTED], Chairperson of the Citizen's Review Board on Police Practices. [REDACTED] was riding with me as an observer. We were approached by a citizen who inquired as to the welfare of the officers involved in the accident. I asked this citizen, [REDACTED], some general questions about the accident.

[REDACTED] stated the accident occurred on Sea World Drive. [REDACTED] stated a police car hit a raised island at about fifty (50) mph. I obtained [REDACTED] information and told him I would contact him in the next few days.

On July 8, 1990, at approximately 1250 hours, I interviewed Automotive Technician [REDACTED]. [REDACTED] stated essentially the following:

I got to work about 7:00 o'clock in the morning. I got into Unit 1207 to roadtest it. That is normally the first thing I do when I get to work. As soon as I got in the car I knew something was wrong with the car. The rear view mirror was knocked off. The right turn indicator was broken. The bumper was bent. The gear shift lever was loose and was touching the dash. The car was parked along the fence by the car wash. Also the fiberglass cowling was broken. When I drove the car you could tell something was wrong. I told my boss about the damage. Whoever damaged the car had to know they did it.

On July 9, 1990, Officer Smith and Caruso hand-delivered ARJIS-9 reports to Sergeant Douglas. These reports stated the original ARJIS-9's submitted to the Traffic unit about the accident on July 6, 1990, were in error. The reports dated July 9, 1990, submitted by Smith and Caruso stated the accident occurred at 2230 hours. These reports stated Caruso and Smith did not check the vehicle for damage until they arrived at the Northern Substation.

On July 9, 1990, at approximately 1410 hours, I interviewed [REDACTED] over the telephone. [REDACTED] pertinent information is as follows:

[REDACTED] stated essentially the following:

I was with [REDACTED]. We were on Sea World Drive going towards I-5. We were in the fast lane, closest to the middle. We were about two car lengths back from the intersection. I had the windows down, I saw flashing lights, but I didn't hear a siren. I heard skid marks. The police car went airborne after hitting the island. Two hubcaps came off. I thought they hit a sign but I can't be sure. The police car went north on I-5 for two exits and then turned off. He was going over fifty miles per hour when he hit the median.

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INVESTIGATION (Continued)

On July 26, 1990, I reinterviewed [REDACTED]. The purpose of this interview was to clarify the time of the collision. The interview was conducted over the telephone. [REDACTED] stated essentially the following:

The accident happened around 10:30 p.m. I'm sure of the time because it was after the fireworks. Traffic was bumper to bumper.

(At this time I have been unable to interview [REDACTED], [REDACTED] passenger.)

On July 11, 1990, I met with Detective James Stewart, I.D. #3378, of the Traffic Investigations Unit. Detective Stewart and I reexamined the collision scene and Unit 1207. The collision scene was photographed by Detective Stewart. Based on the examination of the collision scene and the damage to Unit 1207, Detective Stewart formed the following opinion:

The driver of Unit 1207 would have to reasonably conclude that he/she was involved in an accident and should have been aware of the damage. There is not any damage on Unit 1207 consistent with the vehicle striking a sign.

Detective Stewart's report is attached.

The cost of repairing Unit 1207 is estimated at \$945.38. This information is contained in a damage report submitted by [REDACTED], dated July 12, 1990. This report is attached.

On July 13, 1990, at approximately 1905 hours, I interviewed Officer Peter Caruso. Prior to the interview Caruso reviewed all of the written materials that had been compiled during my investigation. Caruso signed the "Internal Affairs Review of Materials Policy" in my presence. Officer Caruso was also given the Garrity Warning prior to the interview. Officer Caruso requested representation and the interview was concluded.

On July 13, 1990, at approximately 1940 hours, I interviewed Officer John Smith. Prior to the interview Smith reviewed all of the written materials compiled during my investigation. Smith signed the "Internal Affairs Review of Materials Policy" in my presence. Officer Smith was also given the Garrity Warning prior to the interview. Officer Smith requested representation and the interview was concluded.

On July 20, 1990, at approximately 1510 hours, I interviewed garage mechanic Arturo [REDACTED], [REDACTED] stated essentially the following:

I was in the garage. Car 1207 was up on the rack. [REDACTED] came over and I asked them who messed up the car. I told them to check it out. This was Friday evening (July 6, 1990).

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INVESTIGATION (Continued)

On July 24, 1990, at approximately 0800 hours, I interviewed Officer Peter Caruso. Also present was Caruso's attorney James Gattey. The interview was tape recorded. Prior to the interview Caruso and Gattey reviewed all of the documents I had compiled in this matter. I read Caruso the Garrity Warning prior to the interview. The interview was tape recorded.

Caruso stated essentially the following:

John was driving on July 4th. Traffic was backed up well past Sea World Drive, past the center divider both ways. John had the lights on and was tapping the siren. We were going 10-19, back up to the sub to secure at the end of shift. The accident happened about 11 o'clock in the evening. It didn't happen like we stated originally. It happened like we stated in our supplemental reports.

We were going about thirty miles per hour or so when we hit. The time on the accident report is wrong. When we first learned of the accident, John was real worried that he was going to get terminated because we were going 10-19 and not to a cover call. John thinks that you are not very fond of him. Plus statements that you made that any discipline we would get would be three times worse than anybody else. So instead of saying we were going 10-19 we said we were going to a cover call. He said he was going to report it like that. I wasn't too keen on that. I did it to cover him. I knew I could change his mind probably over the weekend, and have us resubmit an addendum to the report, which we did. I had to work with him that night. He was my cover. If he submitted a report that says one thing and I submit a report that says he's lying, I would be putting myself at a risk. I weighed both of them and I wrote my report concurrent with his report.

The accident happened when it was dark. Traffic was backed up from the beach because of the fireworks. There wasn't a cover call, John was driving to get around traffic. We hit a raised center island near Sea World and I-5. John did the journal that night.

We parked the car in the back near the car wash. We always park back there because my own vehicle is parked back there, it is easy to unload. We didn't notice any hubcaps missing from the car. We did not put any hubcaps on the car.

The accident was at about 10:30, right after we left the command post. We first became aware of the damage Friday after lineup, when we spoke to Art. John said that the steering felt a little funny. He let go of the steering wheel and the car went straight. I told him to hit the brakes, he did and the car didn't do anything unusual. I've been in accidents similar to that where the front end was totally messed up, but this was fine.

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INVESTIGATION (Continued)

We never went to Mission Bay Hospital and checked the car. I don't recall the rearview mirror being knocked off. John left the journal down at the lifeguard tower.

The accident was between 2230 to 2300, not earlier. We looked at the car when we got to Northern. I looked under the front and didn't see anything. John looked a little more than I did and he didn't see anything. The reason for the error in the time of the accident was because John thought he would be in trouble if he reported that we were going 10-19. He wanted to say we were going to the cover call. I went along with it. I knew I could get him to change his story, which we did, to what it was. At the time he wanted to report it like that.

I could have reported it the way it happened. But I would put him in a position where he was lying or I was lying. I had to work with him the next night.

(At this point the tape ran out. The unrecorded conversations were summarized on side two of the tape. The gap was approximately forty-five seconds.)

I first became aware of the damage on Friday. The mechanic told John about it and John called me over. We went down to the P.O.A. and told them about it. We wrote an addendum to clarify the matter.

The interview was concluded at 0825 hours.

On July 24, 1990, at approximately 1405 hours, I interviewed Officer John Smith. Steve McMillan, Smith's representative, was also present. Prior to the interview Smith and McMillan reviewed all of the documents that I had compiled during the course of my investigation. Smith and McMillan also listened to the interview of Officer Caruso. Smith signed the "Internal Affairs Review of Materials Policy" in my presence. Smith was given the Garrity Warning prior to the interview. The interview was tape recorded. Smith stated essentially the following:

Pete and I were in a black and white, equipment 1207, on July 4th. I was driving. The incident happened about 10:30, 11:00 o'clock p.m. We had just left the command post at Sunset Point. Traffic was heavy. I was going eastbound on Sea World Drive.

I was driving on the center island and hit a raised island. I was driving on the island to get around traffic. I was going about 30 mph. I had my lights and siren on. I had the amber on and the red light on to the front. Periodically I would hit the siren. I don't think they were on the full rotation mode.

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INVESTIGATION (Continued)

I hit the island and came off of it. I went on I-5. I didn't take any off ramps before La Jolla Village Drive. I parked the car in the back row. I normally park there. I examined the car about 11:15. I walked around the front and looked underneath the front end. I didn't look at the tires. I didn't notice any hubcaps missing. I didn't notice the rearview mirror missing.

It felt like the wheel was a little funny. I let go of the wheel and the car went straight. I hit the brakes and the car didn't pull to either side.

I did the journal that night. I left the journal in the lifeguard tower. I found it on the desk on the second floor. I did not put any hubcaps on the car.

I first found out about the damage on Friday when I came back to work. The mechanic asked if I was driving the car. He said I messed it up. He said there was damage to the undercarriage. When I looked at it on the Fourth I didn't notice anything.

Initially I said the accident occurred during a cover call, about 8 o'clock, 8:30. I said that because I feared retaliation, from the command, because we were using the lights when we weren't supposed to.

The accident actually occurred around 10:30 p.m., like we wrote in our addendum reports. We wrote the addendums on Monday.

When I told you that I looked at the car at Mission Bay Hospital that was incorrect. After the accident I drove right to the station. The accident occurred at 10:30, initially I said the accident occurred earlier. The initial traffic report is wrong.

The interview was concluded at 1420 hours.

On July 29, 1990, I wrote an amended collision report. This report indicates the correct time of the collision, 2230 hours. The report also reflects that Officer Smith was not driving "Code 3" in response to a "Cover Now" call. The report indicates that Smith was driving through a simulated island trying to get around traffic when he struck the raised island. Smith was not responding to a radio call but instead was driving to Northern Division when the impact occurred.

On July 29, 1990, I prepared a revised Supervisor's Vehicle Accident Investigation Report, form RM-1567.

On August 2, 1990, I received a revised Vehicle Damage Report, form RM-1551, from Officer Smith.

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INVESTIGATION (Continued)

The "Amended" collision report, revised supervisor's investigation and revised vehicle damage report have been forwarded to the Fleet Safety Sergeant.

On August 16, 1990, Keith R. Grote, I.D. #1380, Fleet Safety Sergeant, ruled that Smith's accident was a "Preventable, Category 3" collision.

On August 16, 1990, Officer Smith was advised of the finding concerning his collision by the Fleet Safety Sergeant.

CONCLUSION

Officer Smith was driving a marked unit through a simulated island at 1100 Sea World Drive. Smith struck a raised island while driving through the median. Smith was not responding to an emergency radio call when the collision occurred. Smith was operating his emergency equipment in an improper manner. After the collision Smith did not properly report the accident. This action by Smith left a damaged unit available for other police personnel to use. The damage was of the extent that the vehicle was a considerable safety hazard for anyone else to operate.

When Smith was confronted with the damaged unit he gave false statements as to the time and nature of the collision. Smith completed a Vehicle Damage Report in an untruthful manner. Based on Smith's statements an inaccurate collision report and Supervisor's Vehicle Accident Investigation Report were completed.

An amended collision report, Vehicle Damage Report, and Supervisor's Accident Investigative Report have been submitted.



Officer John C. Smith has violated Civil Service Rule XI, Section 3(d) in that he violated the following lawful or official regulations:

- A. Department Policy 1.12, IV, A., Operation of Police Vehicles, in that you failed to notify Communications that you were involved in a police equipment accident.
- B. Department Policy 1.12, E., Operation of Police Vehicles, in that you failed to fill out form RM-1551, Vehicle Accident Report, within 24 hours of the collision.
- C. Department Policy 1.13, III, B 2, and 3, Emergency Vehicle Operation, in that you were operating your emergency lights and siren in an inappropriate manner.

August 7, 1990

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Page 11

CONCLUSION (Continued)

- D. Department Policy 9.3, Obedience to Laws, in that while operating the official police vehicle you were in violation of Vehicle Code Sections 22651(A), driving through a simulated island, and 22350, speed for conditions.
- E. Department Policy 9.28, Department Reports, in that you failed to submit your daily journal in a timely manner, and that your original ARJIS-9 and RM-1551 reports contained false information.
- F. Department Policy 9.29, Truthfulness, in that you gave untruthful written and verbal statements to your immediate supervisor and investigating Traffic officers. These untruthful statements resulted in inaccurate police reports being filed.

Attached are the following documents and materials:

1. Officers John Smith and Peter Caruso's Daily Activity Journal, dated July 4, 1990.
2. Collision Report, dated July 6, 1990, written by Officer D. Jennes, I.D. #3594, and S. Thompson, I.D. #3746, detailing the Police Equipment Collision of July 4, 1990.
3. Vehicle Damage Report, form RM-1551, completed by Officer John Smith, on July 6, 1990.
4. Supervisor's Vehicle Accident Investigation Report, form RM-1567, completed by Sergeant Richard O'Hanlon, dated July 7, 1990.
5. ARJIS-9 Report written by Officer Caruso, dated July 9, 1990.
6. ARJIS-9 Report written by Officer John Smith, dated July 9, 1990.
7. Vehicle Damage Report, written by [REDACTED], dated July 12, 1990.
8. Review of Materials Policy, signed by Officer Caruso and Sergeant O'Hanlon, dated July 13, 1990.
9. Review of Materials Policy, signed by Officer Smith and Sergeant O'Hanlon, dated July 13, 1990.
10. Review of Materials Policy, signed by Officer Smith and Sergeant O'Hanlon, dated July 24, 1990.

August 7, 1990

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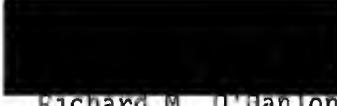
CONCLUSION (Continued)

11. Amended Collision Report completed by Sergeant Richard O'Hanlon, dated July 28, 1990, detailing the collision of July 4, 1990.
12. Amended Supervisor's Vehicle Accident Investigation Report, form RM-1567, completed by Sergeant Richard O'Hanlon, dated July 24, 1990.
13. Memorandum, dated August 1, 1990, completed by Detective J. A. Stewart, Traffic Investigations Unit.
14. Amended Vehicle Damage Report, form RM-1551, completed by Officer Smith on August 2, 1990.

16. City Manager Vehicle Collision Review and Prevention Program Report, #90-207, dated 08-15-90.

The tape recorded interviews of Officers Smith and Caruso as well as the Communications tape of incident B6548 will be maintained by Sergeant Richard O'Hanlon.

Appropriate disciplinary action is recommended.



567
Richard M. O'Hanlon, Sergeant
Northern Division

RMO:mlr
Attachments

NAME #1								SUPERVISOR ID #1	SUPERVISOR NAME #1
P. CARUSO								2699	O HANSON
NAME #2								SUPERVISOR ID #2	SUPERVISOR NAME #2
J. SMITH									
SHIFT N-9	HOURS 2000-2005	ASSIGNMENT 171	RADIO #1 N-37	RADIO #2 N-49	RADAR # 0	SIGOTGUN # 0	EQUIP. NO. 1207	MILEAGE O/L	

FEL	ARRESTS MISO	AM	CITIZEN CONTACT	REFERRED	COMM. MTO	OPEN BUS.	TRAFFIC ENFORCEMENT				SPECIAL CODE #1
TOT ØST 60	INVESTIGATIONS CRIME OTHER VEH IMP VEH REC ACCID.						HAZ	RADAR	NON-HAZ	PARK	T.W.
											SPECIAL CODE #2

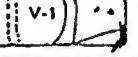
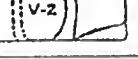
TYPE	LOCATION	BEACH ENFORCEMENT TEAM MISDEMEANOR CITATIONS ONLY.						TOTAL ALCOHOL RELATED CONTACTS -				
		11357b	25662	63.20.5e	63.02.8a	56.54	OTHER	DUI	NV	MISD/CIT	ARRVCIT	
												TOTAL TIME SPENT ON ALCOHOL CONTACTS -

R/T	NORTHERN	40	EOP ✓								
V/C	2000 GRAND	245	RAT								
V/C	1400 GRAND	504	A								
V/C	SKI BEACH	COVER	MOTOR UNIT								
V/C	4500 MISSION	465	FIGHT								
F/I	" "										
V/C	SAN LUIS REY & MISSION	10-88	NOW								
V/C	BALBOA ST & MISSION	10-88	10851								
V/C	700 VICTORIA	15-88	CROWD								
V/C	MARINERS	415	FIGHT								
V/C	3000 OCEAN	415	FIGHT	10-88							
V/C	800 W MISSION	481	VEHICLE								
V/C	DRANTA	1088	NOW								
R/T	BAYSIDE - 3600										
V/C	3800 STRAND WAY	1087-	W/M UNIT								
F/I											
V/C											
V/C	3500 STRANDWT	10-87	W/ 1772								
H/CIT											
	3000 OCEAN	48	FIGHT								

ID _____ DATE _____ OFFICER _____)

SAN DIEGO POLICE DEPARTMENT TRAFFIC COLLISION REPORT 96-287 ICAB

Page 1 of 10

PRIMARY CAUSE S-220	NO. INJURED 0	H & R FELONY <input type="checkbox"/>	CITY SAN DIEGO	BEAT 122	COLLISION NUMBER						
					SECTION 22350 A/C	NO. KILLED 0	H & R MISD. <input type="checkbox"/>	COUNTY SAN DIEGO	NCIC # 3711	OFFICER I.D. # 3594	
LOCATION	COLLISION OCCURRED ON 1100 SEA WORLD DR. BET. PACIFIC HWY AND I-5				MO. 7	DAY 4	YR. 90	TIME 18.01	DAY OF WEEK S M T W F S	EMERGENCY VEH.	
	AT INTERSECTION WITH CDR: 188 FEET MILES				INJURY, FATAL OR TOW AWAY <input type="checkbox"/> YES				STATE HIGHWAY RELATED <input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
CLASS OF COLLISION <input type="checkbox"/> 1. Fatal <input type="checkbox"/> 2. Injury <input checked="" type="checkbox"/> 3. Prop. Damage Only		ON STREET <input checked="" type="checkbox"/> OFF STREET <input type="checkbox"/>	INVESTIGATED <input checked="" type="checkbox"/> AT SCENE <input type="checkbox"/> NOT AT SCENE	FOR OFFICE USE			FOR OFFICE USE			TOTAL	
1. At Intersection 2. Not at Intersection 3. On Public Property 4. On Private Property				HR	GAR	SAC	TRAN	SAF	SSP		PRO
		IMD. FORM SENT <input type="checkbox"/>						INS			
PARTY 1	DRIVER'S LICENSE NUMBER [REDACTED]		STATE [REDACTED]	CLASS [REDACTED]	SAFETY EQUIP. B	VEH. YR. 88	MAKE/MODEL/COLOR FORD CROWN VIT	BLK/WHT	LICENSE NUMBER 12027	STATE CA	
DRIVER X	NAME (FIRST, MIDDLE, LAST) JOHN CHARLES SMITH		DIR. OF TRAVEL ON STREET OR HIGHWAY		OWNER'S NAME/ADDRESS CITY OF SAN DIEGO SUITE 800 19210 1-30			SAME AS DRIVER 2010 2ND			
PEDES- TRIAN □	STREET ADDRESS 1401 BROADWAY N-9		SPEED 3040								
PARKED VEH. □	CITY/STATE/ZIP SD CA 92101		SPEED LIMIT								
BICY- CLIST □	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE MO DAY YR	RACE	DESCRIBE VEHICLE DAMAGE 			
OTHER E	HOME PHONE ()		BUSINESS PHONE ()		DISPOSITION OF VEHICLE ON ORDERS OF: IN NORTHERN POLICE GARAGE			<input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> OTHER			
INSURANCE CARRIER SELF CITY OF SAN DIEGO		POLICY NUMBER [REDACTED]		VIOLATION CHARGED			Form				
PARTY 2	DRIVER'S LICENSE NUMBER [REDACTED]		STATE [REDACTED]	CLASS [REDACTED]	SAFETY EQUIP. [REDACTED]	VEH. YR. [REDACTED]	MAKE/MODEL/COLOR [REDACTED]	LICENSE NUMBER [REDACTED]	STATE [REDACTED]		
DRIVER □	NAME (FIRST, MIDDLE, LAST)		DIR. OF TRAVEL ON STREET OR HIGHWAY		OWNER'S NAME/ADDRESS [REDACTED]			SAME AS DRIVER			
PEDES- TRIAN □	STREET ADDRESS		SPEED [REDACTED]								
PARKED VEH. □	CITY/STATE/ZIP		SPEED LIMIT								
BICY- CLIST □	SEX	HAIR	EYES	HEIGHT	WEIGHT	MO. BIRTHDATE DAY	YR.	RACE	DESCRIBE VEHICLE DAMAGE 		
OTHER □	HOME PHONE ()		BUSINESS PHONE ()		DISPOSITION OF VEHICLE ON ORDERS OF: [REDACTED]			<input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER			
INSURANCE CARRIER [REDACTED]		POLICY NUMBER [REDACTED]		VIOLATION CHARGED			Form				
SKETCH SEE LARGE DIAGRAM										INDICATE NORTH 	
INVESTIGATION NARRATIVE/ADDITIONAL WITNESSES											
SEE COLLISION SUMMARY											
INITIAL CONTACT POINT 188 W. OF THE WCL OF I-5 SB ON RAMP. 41 N OF THE SCL OF 1100 SEA WORLD DR.											

*EXPLAIN IN NARRATIVE

Page 2 of 10

DESCRIPTION OF DAMAGE				ADDRESS OF DAMAGED VEHICLE				PHONE		NOTIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
OWNER'S NAME			ADDRESS												
WITNESS ONLY	AGE	RACE	FATAL INJURY	SEVERE WOUND DISTORTED MEMBER	OTHER VISIBLE INJURIES	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	IN VEHICLE NUMBER				
			DESCRIBE INJURY:						<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> ONE			
						HAIR	EYES	HEIGHT	WEIGHT	BIRTH DATE			YEAR	YES <input type="checkbox"/> <input checked="" type="checkbox"/> BELT <input type="checkbox"/> HELMET	
										NO.	DAY	YEAR	SAFETY DEVICE IN USE* NO <input type="checkbox"/> <input checked="" type="checkbox"/> CHILD RESTRAINT		
NAME PITTER JOHN CARUSO						HOME PHONE			WORK PHONE			TAKEN TO (INJURED ONLY) BY			
ADDRESS 1401 BROADWAY															
			DESCRIBE INJURY:												
						HAIR	EYES	HEIGHT	WEIGHT	BIRTH DATE			YEAR	YES <input type="checkbox"/> <input checked="" type="checkbox"/> BELT <input type="checkbox"/> HELMET	
										NO.	DAY	YEAR	SAFETY DEVICE IN USE* NO <input type="checkbox"/> <input checked="" type="checkbox"/> CHILD RESTRAINT		
NAME															
ADDRESS						HOME PHONE			WORK PHONE			TAKEN TO (INJURED ONLY) BY			
			DESCRIBE INJURY:												
						HAIR	EYES	HEIGHT	WEIGHT	BIRTH DATE			YEAR	YES <input type="checkbox"/> <input checked="" type="checkbox"/> BELT <input type="checkbox"/> HELMET	
										NO.	DAY	YEAR	SAFETY DEVICE IN USE* NO <input type="checkbox"/> <input checked="" type="checkbox"/> CHILD RESTRAINT		
NAME															
ADDRESS						HOME PHONE			WORK PHONE			TAKEN TO (INJURED ONLY) BY			
SSP: SCHOOL NAME:															
PRIMARY CAUSE		1	2	OTHER ASSOCIATED FACTORS				1	2	SOBRIETY - DRUG		DRIVER'S VISION OF PEDESTRIAN LIMITED BY:			
1. SPEED				VC SECTION 1. VIOLATION						1. HAD NOT BEEN DRINKING		1. STANDING TRAFFIC			
2. VIOLATED PED. RT. OF WAY				VC SECTION 2. VIOLATION						1. HBD - UNDER INFLUENCE		2. PARKED CAR OR TRUCK			
3. VIOLATED RT. OF WAY AUTO				VISION OBSCUREMENTS						2. HBD - NOT UNDER INFLU.		3. BUS AT BUS STOP			
4. PED. IN VIOLATION FOLLOWING CLOSE				5. VISION OBSCUREMENTS						3. HBD - IMPAIRMENT UNK.		4. NO STREET LIGHTS			
5. WRONG SIDE OF RD.				6. INATTENTION						1. UNDER DRUG INFLUENCE		5. HEADLIGHT GLARE			
6. IMPROPER PASSING				7. STOP AND GO TRAFFIC						2. SOBRIETY NOT KNOWN		6. SUN GLARE			
7. IMPROPER TURN				8. NON-CONTACT VEHICLE						1. TEST ADM.		7. OTHER			
8. IMPROPER SIGNAL				9. PREVIOUS COLLISION						1. BLOOD/URINE		PED ATTEMPTED EVASIVE ACTION YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNK <input type="checkbox"/>			
9. DISREGARDED STOP				10. AVOIDING OBJECT						2. BREATH		DRIVER ATTEMPTED EVASIVE ACTION YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNK <input type="checkbox"/>			
10. DISREGARDED TRAF. SIGNAL				11. OTHER						3. COORDINATION		PED CROSSING IN			
11. IMPROPER SIGNAL				12. APPARENTLY NORMAL						1. DEF. EYES/HEARING		1. LEGAL UNMARKED CROSSWALK			
12. IMPROPER START				13. PHYSICAL DEFECT						2. PHYSICAL HANDICAP		2. MARKED CROSSWALK			
13. NO LIGHTS				14. ILL						3. ILL		3. MARKED SCHOOL CROSSWALK			
14. OTHER*				15. SLEEPY/FATIGUED						4. SLEEPY/FATIGUED		4. NOT IN CROSSWALK			
VEHICLE DEFECTS				16. OTHER						5. OTHER		5. OTHER			
1. NONE				17. APPARENTLY NORMAL						6. APPARENTLY NORMAL		WHERE WAS PED STRUCK?			
2.				18. PED'S CONDITION						1. IN ROADWAY AT INTERSECTION		1. IN ROADWAY NOT AT INTERSECTION			
TYPE		1	2	VEHICLE ACTION				CONSTRUCTION ZONE	1	2	1. HAD NOT BEEN DRINKING		2. IN ALLEY		
COLLISION OF MOTOR VEH. WITH				1. GOING STRAIGHT AHEAD				1. BARRICADES PRESENT			2. HAD BEEN DRINKING		4. ON SIDEWALK		
1. RAN OFF ROAD				2. CHANGING LANES				2. ROAD CONSTR.			3. UNDER DRUG INFLU.		5. ON SHOULDER		
2. OVERTURNED IN ROAD				3. MAKING RIGHT TURN				3. OTHER CONSTR.			4. OTHER		6. OTHER		
3. PED.				4. MAKING LEFT TURN				TRAFFIC CONTROL				WHAT WAS PED DOING?			
4. MOTOR VEH. IN TRAFFIC				5. MAKING U TURN				1. TRAFFIC SIGNAL FUNC.			1. CROSSING WITH SIGNAL		1. CROSSING WITH SIGNAL		
5. PARKED MOTOR VEH.				6. SLOWING OR STOPPING				2. TRAFFIC SIG. NOT FUNC.			2. CROSSING AGAINST SIGNAL		2. CROSSING AGAINST SIGNAL		
6. TRAIN				7. STARTING IN TRAFFIC				3. STOP SIGN			3. CROSSING UNSIGNALIZED INTERSECTION		3. CROSSING UNSIGNALIZED INTERSECTION		
7. BICYCLIST				8. STARTING FROM PARKED POSITION				4. WARNING ON YIELD			4. CROSSING INT. DIAGONALLY		4. CROSSING INT. DIAGONALLY		
8. ANIMAL				9. STOPPED IN TRAFFIC				5. FLASHING SIGNAL			5. WALKING ALONG ROAD		5. WALKING ALONG ROAD		
9. FIXED OBJECT				10. PARKED				6. RR SIGNAL			A. FACING TRAFFIC		A. FACING TRAFFIC		
10. OTHER*				11. BACKING				7. OFFICER OR WATCHMAN			B. NOT FACING TRAFFIC		B. NOT FACING TRAFFIC		
11. OTHER NON-COLLISION				12. DRIVERLESS MOVING VEH.				8. NO CONTROL PRESENT			6. GETTING ON/OFF VEHICLE		6. GETTING ON/OFF VEHICLE		
WEATHER				13. OTHER*				9. OTHER			7. PUSHING OR WORKING ON VEHICLE		7. PUSHING OR WORKING ON VEHICLE		
1. CLEAR				ROAD CONDITION				LIGHT CONDITION				8. OTHER		8. OTHER	
2. RAIN				1. DRY				1. DAYLIGHT			9. OTHER		9. OTHER		
3. FOG OR MIST				2. WET				2. DAWN, DUSK			10. GOING TO OR FROM BUS		10. GOING TO OR FROM BUS		
4. OTHER*				3. SLIPPERY				3. DARKNESS			11. PLAYING IN STREET		11. PLAYING IN STREET		
REPORTING OFFICER D. JENNIS				I.D. NUMBER 3594	DIVISION T-2	DATE - TIME 7/6/90 2:00				APPROVED 226					

COLLISION SUMMARYPg 7 of 10

COLLISION LOCATION
 100 SEAWORLD RR. BET. PACIFIC HWY AND I-5 **DATE** 7/4/90 **TIME** 18:01

OFFICER'S CONCLUSIONS: (SUMMARIZE THE COLL. INV. WITH A WORD PICTURE. INCLUDE ALL EVIDENCE NECESSARY TO SUPPORT CHARGE.)

V-1 IS A MARKED BLACK AND WHITE POLICE CAR WITH EMERGENCY OVER HEAD LIGHTS AND SIREN. V-1 WAS DRIVEN BY OFFICER SMITH #4047 AND OFFICER CARUSO #4009 WAS THE FRONT SEAT PASSENGER.

ON 7/4/90 P-1 WAS IN ROUTE TO A COVER CALL E/B ON 1100 SEAWORLD DR. DUE TO TRAFFIC CONGESTION P-1 DROVE ON THE SIMULATED ISLAND. P-1 SAW THE RAISED ASPHALT CENTER MEDIAN AND ATTEMPTED TO STOP LEAVING 30FT. OF LOCKED WHEEL SKID. P-1'S SPEED WAS TOO GREAT TO STOP PRIOR TO HITTING THE RAISED MEDIAN WITH THE UNDER CARRIAGE OF THE CAR. P-1 CONTINUED TO THE COVER CALL ON THE RAISED CENTER MEDIAN. P-1 CAME OFF THE MEDIAN AS HE PROCEEDED THROUGH THE INTERSECTION OF SEAWORLD DR. AND I-5'S S/B ON RAMP. THE COVER CALL WENT C-4 PRIOR TO P-1'S ARRIVAL.

EQUIPMENT 1207 WAS DRIVEN THE REST OF THE SHIFT AND PARKED AT THE NORTHERN PARKING LOT AT THE END OF THE SHIFT.

ON 7/6/90 A RANDOM ROAD TEST WAS DONE ON EQUIPMENT #1207 BY [REDACTED], A GARAGE MECHANIC. [REDACTED] NOTICED THAT THE

REPORTING OFFICER
 D. JENNES

T.O. NUMBER	DIVISION	DATE AND TIME
3594	F-2	7/6/90 2100

COLLISION SUMMARY

Pg 4 of 10

COLLISION LOCATION	DATE	TIME	
1100 SEAWORLD DR. BET PACIFIC HWY AND I-5	7/4/90	1801	
PERSON CITED	DATE OF BIRTH	CHARGE	APPEARANCE DATE
PERSON CITED	DATE OF BIRTH	CHARGE	APPEARANCE DATE

OFFICER'S CONCLUSIONS: (SUMMARIZE THE COLL. INV. WITH A WORD PICTURE. INCLUDE ALL EVIDENCE NECESSARY TO SUPPORT CHARGE.)

CAR WAS HARD TO SHIFT AND STEER. HE DROVE THE CAR ONTO A HOIST TO LOOK AT THE UNDER CARRIAGE, AND DISCOVERED THE DAMAGE.

OFFICER S. THOMPSON #3746 AND I RESPONDED TO THE NORTHERN POLICE GARAGE TO EVALUATE THE DAMAGE. SGT. R. O'HANLON #2699 ALSO RESPONDED. [REDACTED]

THE FOLLOWING DAMAGE WAS NOTED WITH SENIOR MOTOR TEC. [REDACTED] THE RIGHT TURN SIGNAL LENS WAS CRACKED AS WELL AS THE BUMPER AREA AROUND IT. THE SHIFT LINKAGE WAS BROKEN. THE OIL PAN WAS JAMMED INTO THE CENTER LINK, 2" UP AND 1" BACK. THERE ARE SCRATCHES ON BOTH SIDES OF THE STABILIZER BAR AND BOTH FRONT RIM ARE BENT. TWO DENT LOCATED INSIDE THE HOOD OF THE CAR WERE CAUSED BY THE ENGINE HITTING THE HOOD.

WE OBTAINED WRITTEN STATEMENTS FROM OFFICERS SMITH #4047 AND CARUSO #4009. NO INJURIES WERE SUSTAINED IN THE COLLISION.

H. & R. NO.

REPORTING OFFICER	I.D. NUMBER	DIVISION	DATE AND TIME
D. JENNIFER	3594	F-2	7/6/90 2100



OFFICER'S REPORT ONLY

**SAN DIEGO REGIONAL
OFFICER'S REPORT
NARRATIVE**

CONTINUED: ARR./JUV.CON.
 CRIME
 OTHER _____

PAGE

5 OF 10

CASE NUMBER

CODE SECTION AND DESCRIPTION (ONE INCIDENT ONLY)

MONTH

DAY

YEAR

DAY OF WEEK

TIME

11-82 POLICE

CITY

90

WED

1900

LOCATION OF INCIDENT (OR ADDRESS)

BEAT

DISTRICT

PERSON(S) INVOLVED: VICTIM

SUSPECT (IF NAMED)

PROPERTY TAG NO. (S)

I WAS PASSENGER IN VEHICLE #1207, OFFICER SMITH #4047 WAS THE DRIVER. WE WERE IN ROUTE TO A COVER NOW AT DE ANZA COVE. WE WERE IN THE AREA OF FIFTH ISLAND, TRAVELING E/B OR SEA WORLD APPROACHING I-5. TRAFFIC WAS BACKED UP AT THE LIGHT AT I-5 AND SEA WORLD SO WE MOVED INTO THE SIMULATED DIVIDER AREA. WE THEN STRUCK THE CENTER DIVIDER / ISLAND AND RODE ON TOP OF IT AND OFF BACK ONTO SEA WORLD AND HEADED TO N/B I-5. AT THAT POINT THERE DID NOT APPEAR TO BE ANY DAMAGE TO THE CAR. WE CONTINUED N/B I-5, STILL CODE -3, WHEN A "CODE-4" WAS BROADCAST AND WE TURNED OFF OUR LIGHTS AND SIREN.

WE THEN WENT TO MISSION BAY HOSPITAL TO LOOK AT THE VEHICLE. EVERYTHING APPEARED TO BE FINE. WE FINISHED THE REST OF THE SHIFT AND DID NOT FIND OUT ABOUT THE DAMAGE UNTIL 7-6-90 WHEN A MEMBER OF NORTHERN'S GARAGE TOLD US ABOUT THE DAMAGE.

ADDITIONAL INFO: WE BOTH HAD OUR HARNESS BELTS ON AND WERE TRAVELING ABOUT 30 MPH.

REPORTING OFFICER
CARUSO, P.I.D. #
4005DIVISION
N-9

APPROVED BY:

DATE OF REPORT:

MONTH
07DAY
06YEAR
90TIME
2040



OFFICER'S REPORT ONLY

**SAN DIEGO REGIONAL
OFFICER'S REPORT
NARRATIVE**

CONTINUED: ARR./JUV.CON.
 CRIME
 OTHER

PAGE

7 OF 10

CASE NUMBER

CODE SECTION AND DESCRIPTION (ONE INCIDENT ONLY)

MONTH

DAY

YEAR

DAY OF WEEK

TIME

LOCATION OF INCIDENT (OR ADDRESS)

CITY

BEAT

DISTRICT

PERSON(S) INVOLVED: VICTIM

SUSPECT (IF NAMED)

PROPERTY TAG NO. (S)

I WAS E/B ON SEA WORLD DR GOING CODE: 3 TO A COVER CALL AT PEANZA COVE I WAS DRIVING ON THE CENTER ISLAND AROUND THE STOPPED TRAFFIC I HIT THE CURB AT 15 I WAS GOING ABOUT 30 MPH WHEN I HIT THE CURB THE CAR WENT CODE: 4 BEFORE WE ARRIVED WE DROVE OVER TO MISSION BAY HOSPITAL WHERE I LOOKED UNDER THE CAR FOR DAMAGE THE STEERING FELT LIKE IT WAS OFF BUT IT WAS DRIVING OK I DID NOT THINK THERE WAS ANY DAMAGE TO THE CAR I THOUGHT THE ALIGNMENT WAS OFF

REPORTING OFFICER	I.D. #	DIVISION	APPROVED BY:	MONTH	DAY	YEAR	TIME
Smith, John	4047	N-9		DATE OF REPORT: 7	6	90	2040

SAN DIEGO POLICE DEPARTMENT

Collision Diagram

COLLISION LOCATION

1100 SEA WORLD DR.

DATE 7/6/90

TIME 1801

DIAGRAM NOT TO SCALE



INDICATE NORTH

1100 SEA WORLD
DR.GOUGE FROM R1'S
UNDERCARRIAGE27¹/₂ Locked
wheel skid

STOPPED VEHICLES

30¹/₂ Locked wheel skid

7/7/90 1355

S. THOMPSON

3746

DATE & TIME OF REPORT

OFFICER(S)

SKID-SPEED INFORMATION:			SKID DATA			CENTRIFUGAL SCUFF		
DESCRIPTION OF ROADWAY			V-1	V-2	V-3	MARK USED:		
TYPE OF ROAD/CONDITION:			RF	RF	RF	LENGTH:		
ROAD CONSTRUCTION:			RR	RR	RR	CHORD:		
DIRECTION/GRADE:			LF	LF	LF	MIDDLE ORDINATE:		
			LR	LR	LR			

TEST SKID INFORMATION						TIME OF TEST:				
NO.	SPEED	L.F.	R.F.	L.F.	R.R.	TEST VEHICLE/DRIVER INFORMATION				
1						DRIVER:	I.D. NO.	DIVISION:		
2						MAKE	YEAR	MODEL	TYPE	
3						RADAR NO.	CALIBRATED	<input type="checkbox"/> INTERNAL	<input type="checkbox"/> TUNING FORK	OPERATOR
4						TEST COORDINATOR:	I.D. NO.	DIVISION:		
TIRE INFORMATION						TEST VEHICLE				
ACCIDENT VEHICLE			TEST VEHICLE			MANUFACTURE:				
MANUFACTURE:			TEST VEHICLE			MODEL:				
MODEL:			TEST VEHICLE			TYPE:				
TYPE:			TEST VEHICLE			SIZE:				
SIZE:			TEST VEHICLE			PSI:				
PSI:			TEST VEHICLE			HOW WAS I.C.P. ESTABLISHED?:				
PHOTOS TAKEN?	POLAROID: _____ 35 MM: _____				ESTIMATE <input type="checkbox"/>					
DRAG FACTOR: TEST SKID <input type="checkbox"/>						ESTIMATE <input type="checkbox"/>				

CALCULATIONS/DESCRIPTION OF DIAGRAM:

Not
Used

SYMBOLS		FORMULAS			CENTRIFUGAL SCUFF EXAMPLE	
μ = DRAG FACTOR S = SPEED MPH V = SPEED FPS D = DISTANCE SKID LENGTH(FT.)	g = GRAVITATIONAL CONSTANT (32.2FPS)	$\mu = \frac{V^2}{2gd}$	$R = \frac{C}{8M} + \frac{M}{2}$	$\frac{FPS \times 15}{22} = MPH$	ARC SHAPED SCUFF MARK	25 FT. CHORD MIDDLE ORDINATE
C = CHORD M = MIDDLE ORDINATE R = RADIUS	$V = \sqrt{2gd\mu}$	$V = \sqrt{Rg\mu}$	$\frac{MPH \times 22}{15} = FPS$			

#

POLICE EQUIPMENT ACCIDENT
DATA SHEETDATE: 7-4-90 TIME: 1900 LOCATION: SEA WORLD AT I.S.WEATHER: CLEAR DAY OF WEEK: WEDNAME AND I.D.: SMITH JOHNDATE OF HIRE: 7-24-86 YEARS: 3DATE OF BIRTH: AGE: WATCH/DIVISION: N-9 BEAT: 171UNIT NUMBER: 171 2C.D.L.: DAYS WORKED THIS WEEK: 1ST DAY / OVERTIME ON DAY OFFHOURS WORKED TODAY: SEAT BELT: HARNESS: X LAP BELT: #1 PASSENGER: NAME: CARUSO PETER #OFFICER -- CIVILIAN: 4009SEAT BELT: HARNESS: X LAP BELT: #2 PASSENGER: NAME: #OFFICER -- CIVILIAN: SEAT BELT: HARNESS: LAP BELT: ESTIMATE OF SPEED: 30 MPHNATURE OF CALL COVER CALLEQUIPMENT NUMBER/MILES: 1207 MILES: 82110

EMERGENCY LIGHTS: YES: NO:

YELLOW ONLY: XRED/YELLOW ONLY: XALL-RED/BLUE/YELLOW: X SIREN: X HEADLIGHTS: X BRIGHTS: XSPOTLIGHT: XHORN: X

CALL [REDACTED] TO
REPORT ACCIDENT

CITY OF SAN DIEGO
RISK MANAGEMENT DEPARTMENT

ORIGINAL SAFETY
GREEN CLAIMS
YELLOW . . . DEPT./DIV. RETAIN

ALL DAMAGE MUST BE
INVESTIGATED BY
IMMEDIATE SUPERVISOR

VEHICLE DAMAGE REPORT

CITY FILE NO. _____

DEPARTMENT AND DIVISION

POLICE

NORTHERN

TELEPHONE

DATE OF ACCIDENT

[REDACTED]
7-4-90

TIME OF ACCIDENT

[REDACTED]
1600

NAME OF CITY DRIVER

SMITH JOHN

DRIVERS LICENSE NO.

LICENSE TYPE

LICENSE EXPIRATION

JOB CLASSIFICATION

DATE

PO II

DATE OF BIRTH

[REDACTED]

SOCIAL SECURITY NO.

DESCRIBE ANY INJURY TO CITY OPERATOR, IF ANY, AND FILE FORM ES-1531A - EMPLOYEE INJURY REPORT

NONE

CITY VEHICLE ID.

VEHICLE MAKE

YEAR

BODY TYPE

1207

FORD

88

4 DR

CHECK HOW DAMAGE OCCURRED:

- | | |
|--|--|
| <input type="checkbox"/> VANDALISM | <input type="checkbox"/> UNKNOWN |
| <input checked="" type="checkbox"/> VEHICLE ACCIDENT | <input type="checkbox"/> INDUSTRIAL ACCIDENT |
| <input type="checkbox"/> OTHER | |

DESCRIBE DAMAGE (BE SPECIFIC):

DAMAGE TO UNDER BODY

PASSENGER

ADDRESS

TELEPHONE

INJURY (FILE FORM ES-1531A)

CARUSO PETER

4275 EASTGATE MALL

PASSENGER

ADDRESS

TELEPHONE

INJURY (FILE FORM ES-1531A)

NAME OF DRIVER

AGE

ADDRESS

TELEPHONE

DRIVERS LICENSE NO.

REGISTERED OWNER

ADDRESS

TELEPHONE

VEHICLE LICENSE NO.

NAME OF INSURANCE CARRIER

VEHICLE MAKE

BODY TYPE

YEAR

RIVER INJURY

VEHICLE DAMAGE - DESCRIBE

2.

INJURED PASSENGER OR PEDESTRIAN

AGE

ADDRESS

TELEPHONE

INJURY

PASS.

PED.

INJURED PASSENGER OR PEDESTRIAN

AGE

ADDRESS

TELEPHONE

INJURY

PASS.

PED.

INJURED PASSENGER OR PEDESTRIAN

AGE

ADDRESS

TELEPHONE

INJURY

PASS.

PED.

NON-VEHICULAR DAMAGE - DESCRIBE - LOCATION

OWNER

ADDRESS

TELEPHONE

WITNESS

NAME

ADDRESS

TELEPHONE

PASS.

PED.

LOCATION AT TIME OF ACCIDENT

NAME

ADDRESS

TELEPHONE

PASS.

PED.

LOCATION AT TIME OF ACCIDENT

ACCIDENT DESCRIPTION

LOCATION OF ACCIDENT

POLICE AGENCY INVESTIGATING

DESCRIBE HOW DAMAGE OCCURRED - USE ADDITIONAL PAPER IF NEEDED.
DRAW AND INCLUDE DIAGRAM IF IT WILL HELP YOU EXPLAIN CIRCUMSTANCES.

I WAS DRIVING TO A COVER CALL AND JUMPED A CURB.
I WAS GOING CODE-3 IN THE CENTRE ISLAND ON SEAWorld
DRIVE GOING AROUND THE STOPPED TRAFFIC. I DID
NOT SEE THE RAISED ISLAND AND HIT IT GOING
ABOUT 30 MPH. I STOPPED AT MISSION RAY HOSPITAL
AND LOOKED UNDER THE CAR FOR DAMAGE AND I DID
NOT SEE ANY. I DID NOT KNOW THIS ISLAND WOULD NOT TELL ME.

PLEASE DO NOT WRITE IN THIS BLOCK

CLT./OBL. RAP/A RES.

1

2

3

4

5

6

INFO. CARRIER A.R.B.

7-9-90

VEHICLES, VICTIMS OR DAMAGE



**SUPERVISORS VEHICLE ACCIDENT
INVESTIGATION REPORT**

ORIGINAL - SAFETY DIVISION
YELLOW - CLAIMS
GREEN - ORIGINATING DEPT.

EMPLOYEE AND VEHICLE INFORMATION	1. EMPLOYEE NAME (PRINT LAST, FIRST, M.I.)		2. SOCIAL SECURITY NUMBER	3. DEPT./DIVISION	4. DATE OF ACCIDENT		
	SMITH, JOHN C.		[REDACTED]	Police-Northern	07 04 90		
	5. JOB CLASSIFICATION		6. EMPLOYEE STATUS: SEASONAL <input type="checkbox"/> C PERM PART TIME <input type="checkbox"/> A HOURLY <input type="checkbox"/> D PERM FULL TIME <input checked="" type="checkbox"/> B LIMITED <input type="checkbox"/> E		7. EMPLOYEE WORKING OVERTIME WHEN ACCIDENT OCCURRED? NO <input type="checkbox"/> A EXTENDED SHIFT <input type="checkbox"/> B CALL BACK <input checked="" type="checkbox"/> C		
	8. TIME IN CLASSIFICATION		9. EMPLOYED WITH CITY:		10. EXPERIENCE WITH VEHICLE:		11. CITY VEHICLE: YES <input checked="" type="checkbox"/> A EQUIP. NUMBER NO <input type="checkbox"/> B 1207 (1)
	LESS THAN 30 DAYS <input type="checkbox"/> A 1 TO 3 MONTHS <input type="checkbox"/> B 4 MOS. TO 1 YEAR <input type="checkbox"/> C 1 TO 5 YEARS <input checked="" type="checkbox"/> D OVER 5 YEARS <input type="checkbox"/> E		LESS THAN 1 YEAR <input type="checkbox"/> A 1 TO 5 YEARS <input checked="" type="checkbox"/> B 6 TO 10 YEARS <input type="checkbox"/> C OVER 10 YEARS <input type="checkbox"/> D		IN TRAINING <input type="checkbox"/> A LESS THAN 3 MOS. <input type="checkbox"/> B 4 MOS. TO 1 YEAR <input type="checkbox"/> C 1 TO 5 YEARS <input type="checkbox"/> D OVER 5 YEARS <input type="checkbox"/> E		13. VEHICLE SIZE & TYPE (EX. 1/2 TON P/U) 4 door sedan
							14. VEHICLE MAKE & YEAR (EX. FORD/1969) 1988 Ford
	15. ACTION OF CITY VEHICLE: (CHECK ALL THAT APPLY)		16. ACCIDENT SITE:				
	PARKED <input type="checkbox"/> A STOPPED IN TRAFFIC <input type="checkbox"/> B PREPARING TO STOP <input type="checkbox"/> C STARTING IN TRAFFIC <input type="checkbox"/> D MOVING FORWARD <input checked="" type="checkbox"/> E		LEFT TURN <input type="checkbox"/> F RIGHT TURN <input type="checkbox"/> G U-TURN <input type="checkbox"/> H ROLLAWAY <input type="checkbox"/> I BACKING <input type="checkbox"/> J		CHANGING LANES <input type="checkbox"/> K OTHER (BE SPECIFIC) <input type="checkbox"/> Z		YARD <input type="checkbox"/> A OFF ROAD <input type="checkbox"/> F STREET <input checked="" type="checkbox"/> B LANDFILL ALLEY <input type="checkbox"/> C PRIVATE PROP <input type="checkbox"/> G PARK <input type="checkbox"/> D FREEWAY <input type="checkbox"/> H BEACH <input type="checkbox"/> E OTHER <input type="checkbox"/> Z
	17. DAMAGE TO: (CHECK ALL THAT APPLY)		18. INJURIES:		19. TYPE OF RESPONSE: EMERGENCY <input checked="" type="checkbox"/> A NON-EMER. <input type="checkbox"/> B		20. ACCIDENT PROPERLY REPORTED YES <input type="checkbox"/> A NO <input checked="" type="checkbox"/> B
	CITY VEHICLE <input checked="" type="checkbox"/> A EMPLOYEE VEHICLE <input type="checkbox"/> B OTHER VEHICLE <input type="checkbox"/> C CITY PROPERTY <input type="checkbox"/> D OTHER PROPERTY <input type="checkbox"/> E		NONE <input checked="" type="checkbox"/> A CITIZEN <input type="checkbox"/> B EMPLOYEE <input type="checkbox"/> C BOTH <input type="checkbox"/> D		21. AT TIME OF ACCIDENT HAD TRAINING BEEN GIVEN: WITHIN 30 DAYS <input type="checkbox"/> 6 MOS. TO 1 YEAR <input checked="" type="checkbox"/> OVER 5 YEARS <input type="checkbox"/> 1 TO 6 MONTHS <input type="checkbox"/> 1 TO 5 YEARS <input type="checkbox"/> NONE GIVEN <input type="checkbox"/>		22. LOCATION OF ACCIDENT: 1100 Sea World Drive
						23. TIME OF DAY 4:00 <input type="checkbox"/> A.M. <input checked="" type="checkbox"/> P.M.	
DESCRIBE HOW ACCIDENT OCCURRED, INCLUDE ANY VIOLATIONS OF CITY OR DEPT. POLICY; ACTION OF OTHER VEHICLE, ROAD CONDITIONS, EQUIPMENT MALFUNCTION, ETC. (BE SPECIFIC): SEE ATTACHED REPORT							
ANALYSIS							
CAUSE	PRIMARY CAUSE OF ACCIDENT (WHY DID THE ACCIDENT OCCUR): SPEED FOR CONDITIONS						
PREVENTION	WHAT HAS BEEN/WILL BE DONE TO PREVENT RECURRENCE (PLACE AN "X" BY ITEMS COMPLETED): THIS COLLISION WILL BE REVIEWED AT THE COMMAND LEVEL FOR DISPOSITION.						
Richard M. O'HANLON, Sergeant		PHONE #	APPOINTING AUTHORITY:		DATE:		
RM-1567 (REV. 7-84)							

SAN DIEGO POLICE DEPARTMENT
INVESTIGATOR'S REPORT

DATE (occurr.): July 4, 1990

TIME (occurr.): 1600 hours

LOCATION: 1100 Sea World Drive

SUBJECT: Supervisor's Investigation of Police Equipment Collision

Officer John C. SMITH #4047 was driving police equipment number 1207 on July 4, 1990. Officer Peter J. CARUSO #4009 was the passenger officer.

Officers SMITH and CARUSO were responding to a "Cover Now" call at De Anza Cove at approximately 1600 hours. Traffic was extremely congested on Sea World Drive due to the July 4th holiday. SMITH was driving northbound on Sea World Drive in the center island (painted) trying to avoid traffic. Prior to entering the island SMITH activated the vehicle's emergency lights and siren.

SMITH proceeded northbound on Sea World Drive and was approaching the I-5 overpass. As SMITH approached the south edge of the bridge there is a raised asphalt island. SMITH was driving over thirty(30) m.p.h. at this point.

SMITH attempted to avoid the island by braking. SMITH struck the south edge of the island with the front end of equipment 1207. The unit became airborne and landed on the island. Gouge marks were found at the point of impact and where the undercarriage contacted the island. SMITH continued driving northbound on the island. The "Cover Now" call went "Code Four" prior to SMITH and CARUSO arriving.

SMITH drove the vehicle to Mission Bay Hospital where both he and CARUSO "inspected" the vehicle for damage. SMITH and CARUSO later stated that they did not find any damage. They also stated that the vehicle was difficult to shift and appeared to be out of alignment immediately after striking the island.

SMITH drove the vehicle until the end of his shift. (2400 hours) He parked the vehicle at the Northern Division station. Northern Division garage personnel located the damaged unit at approximately 0700 on Thursday. (07-05-90) Lieutenant R. JAMES #1469 was notified of the damaged vehicle shortly after its discovery.

Equipment number 1207 is assigned to the Northern Division Beach Enforcement Team.

On Thursday morning, 07-05-90, Lieutenant JAMES contacted me and advised me of the damaged vehicle. I recall seeing SMITH and CARUSO driving a black and white sedan on July 4th. I do not recall the equipment number.

[Redacted]

Reporting Officer Sgt. Richard M. O'HANLON I.D. # 2699 Division N-B.E.T.

Approved By _____

Date of this report 07-07-90

Time 1930

SAN DIEGO POLICE DEPARTMENT
INVESTIGATOR'S REPORT

DATE (occurr.):

TIME (occurr.):

LOCATION:

SUBJECT: Police Equipment Collision pg. 2

On 07-06-90 I was in the process of trying to locate SMITH and CARUSO's daily activity journal for 07-04-90. I saw SMITH and CARUSO at the garage area of Northern. Unit number 1207 was up on the rack at this time.

Officer SMITH stated at this point, "I guess I really damaged the car." This was at approximately 1820 hours. (SMITH and CARUSO were both off on Thursday, 07-06-90) A Traffic unit and Traffic supervisor responded to Northern Division. The accident scene was located and a collision report was made.

The damage to equipment number 1207 includes but is not limited to the following: bent front rims, a broken gear shift indicator, fractured right turn signal, front bumper damage, hood damage and substantial engine and undercarriage damage.

Based on the damage to Unit number 1207 and the damage located at the collision scene the following conclusion is reached.

Officer John C. SMITH was involved in a police equipment collision on 07-04-90 at approximately 1600 hours. The damage to Unit number 1207 was of such magnitude that SMITH and his partner Peter J. CARUSO should have known that they were involved in a police equipment collision.

Officer John C. SMITH, the driver, failed to properly report the collision to a police supervisor according to established department policy.

Reporting Officer Sgt. Richard M. O'HANLON I.D. # 2699 Division N-B.E.T.

Approved By _____ Date of this report 07-07-90 Time 1930



OFFICER'S REPORT ONLY

CONTINUED: ARR./JUV.CON.
 CRIME
 OTHER _____SAN DIEGO REGIONAL
OFFICER'S REPORT
NARRATIVE

PAGE	1 OF 2	CASE NUMBER
------	--------	-------------

CODE SECTION AND DESCRIPTION (ONE INCIDENT ONLY)

11-82 Police

MONTH	DAY	YEAR	DAY OF WEEK	TIME
07	04	90	WED	2230

LOCATION OF INCIDENT (OR ADDRESS)

CITY

BEAT

PERSON(S) INVOLVED: VICTIM

SUSPECT (IF NAMED)

PROPERTY TAG NO. (S)

THE REPORT I SUBMITTED IN REGARDS TO THE ACCIDENT AT SEA WORLD AND I-5 WAS IN ERROR REGARDING THE TIME AND DESTINATION.

WE WERE IN ROUTE TO THE NORTHERN SUB AT APPROXIMATELY 2230 hrs. WE INSPECTED THE VEHICLE AT THE NORTHERN SUB.

REPORTING OFFICER	I.O. #	DIVISION	APPROVED BY:	2230	MONTH	DAY	YEAR	TIME
CARUSO, P	4008	N-8	D.F. DOUGLAS, SGT		07	09	90	1130



OFFICER'S REPORT ONLY

CONTINUED:

- ARR./JUV.CON.
- CRIME
- OTHER

SAN DIEGO REGIONAL
OFFICER'S REPORT
NARRATIVE

PAGE	OF 2	CASE NUMBER
------	------	-------------

CODE SECTION AND DESCRIPTION (ONE INCIDENT ONLY)

MONTH

DAY

YEAR

DAY OF WEEK

TIME

11.82 POLICE

07

04

90

WED

2230

LOCATION OF INCIDENT (OR ADDRESS)

CITY

BEAT

PERSON(S) INVOLVED: VICTIM

SUSPECT (IF NAMED)

PROPERTY TAG NO. (S)

THE REPORT I SUBMITTED ABOUT THE ACCIDENT
ON 07.04-90 AT SEA WORLD DR. AND I-5 WAS IN
ERROR REGARDING THE TIME AND DESTINATION. WE
WERE IN ROUTE TO THE NORTHERN SUB AT APPROXIMATELY
2230 HRS. WE INSPECTED THE CAR AT NORTHERN.

REPORTING OFFICER	I.D. #	DIVISION	APPROVED BY:	2230	MONTH	DAY	YEAR	TIME
SMITH	4047	N-9	D.F. MCGREGOR, SGT		07	09	90	1130

DAMAGE REPORT

Equipment # 1207

Date: 7-12-90

Page 1 of 1

Year: 1988 Make: FORD

Model: CRN VICTORIA 4 DR

Mileage: 82,125

Vin # 2FABP72FOJX172035

License # E-091830

Written by: [REDACTED]

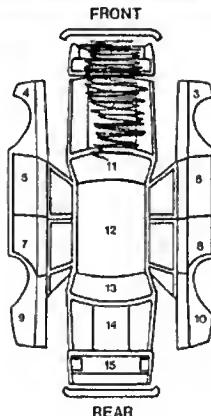
Title: METAL FAB Supervisor

LINE NO.	REPAIR REPLACE	DESCRIPTION OF DAMAGE	PARTS PRICE	BODY LABOR	FRAME LABOR	PAINT LABOR	MECH LABOR	SUPPLIES	MISC.
1									
2	✓	GRILLE PANEL			1.0		2.1		
3	✓	HOOD PANEL			1.0		2.8		
4	✓	FRAME + SQUARE Body			12.0				
5	✓	ALIGN FRONT WHEELS					1.5		
6	✓	OIL PAN w/o SENSOR	106 18				3.8		
7	✓	" " GASKET KIT	14 78				INC.		
8	✓	DECALS	1 50			.2		76.50	
9									
10									
11									
12									
13									
14									
15									
16									
17									
18		\$ 945.38							
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
TOTALS ►			122 46	3.0	120 5.1	5.3		76.50	



THE CITY OF
SAN DIEGO
SAN DIEGO POLICE DEPARTMENT
330 12th Avenue
San Diego, California 92101
MS 730

Telephone: [REDACTED]



120	PARTS PRICE	\$ 122 46
102	BODY LABOR 2.0 HRS. @ \$30.00	\$ 60.00
104	FRAME LABOR 1.8 HRS. @ \$11.00	\$ 36.00
103	PAINT LABOR 5.1 HRS. @ \$11.00	\$ 153.00
101	MECH LABOR 5.3 HRS. @ \$11.00	\$ 159.00
125	SUPPLIES	\$ 76.50
130	SUBLET	\$
134	TOWING	\$
	TAX	\$ 14 46
	TOTAL	\$ 945.38

INTERNAL AFFAIRS
REVIEW OF MATTERALS POLICY

During the Administrative portion of an Internal Affairs investigation, subject officers are entitled to review all non-confidential information obtained by Internal Affairs investigators prior to being interviewed.

All information, includes non-confidential citizen complaint forms, investigator notes, tape recorded interviews, witness statements and photographs. This right does not apply if an officer is the subject of a criminal investigation.

The right to review Internal Affairs material does not include the right to copy, photograph, tape record or make notes for the purpose of removing said material from the Internal Affairs Unit.

Subject officers will, if subject to discipline, be given a copy of all Internal Affairs materials (except tape recorded interviews) by their Commanding Officer prior to or during the imposition of discipline. Subject officers may request a copy of a tape recorded interview through their Commanding Officer.

I have read and understand the above.

[Redacted]
Officer

7-13-90

Date

[Redacted]
Internal Affairs Investigator

SERGEANT

INTERNAL AFFAIRS

REVIEW OF MATERIALS POLICY

During the Administrative portion of an Internal Affairs investigation, subject officers are entitled to review all non-confidential information contained by Internal Affairs investigators prior to being interviewed.

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Subject officers will, if subject to discipline, be given a copy of all Internal Affairs materials (except tape recorded interviews) by their Commanding Officer prior to or during the imposition of discipline. Subject officers may request a copy of a tape recorded interview through their Commanding Officer.

I have read and understand the above.

Officer

7-13-90

Date.

Internal Affairs Investigation

Sgt.

7/24/90

INTERNAL AFFAIRS

REVIEW OF MATERIALS POLICY

During the Administrative portion of an Internal Affairs investigation, subject officers are entitled to review all non-confidential information obtained by Internal Affairs investigators prior to being interviewed.

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Subject officers will, if subject to discipline, be given a copy of all Internal Affairs materials (except tape recorded interviews) by their Commanding Officer prior to or during the imposition of discipline. Subject officers may request a copy of a tape recorded interview through their Commanding Officer.

I have read and understand the above.

Officer

7/24/90
Date

Internal Affairs Investigation

SLT.

SAN DIEGO POLICE DEPARTMENT
INVESTIGATOR'S REPORT

DATE (occurr.): July 4, 1990

TIME (occurr.): 2230 hours

LOCATION: 1100 Sea World Drive

SUBJECT: AMENDED REPORT-Police Equipment Accident-Officer John C. SMITH ID 4047

"FOR THE EXCLUSIVE USE OF THE CHIEF OF POLICE AND/OR THE CITY ATTORNEY"

The original traffic report submitted by Officers JENNES #3594 and THOMPSON #3746 concerning the police equipment accident with Officer John C. SMITH #4047 must be amended for the following reasons:

1. The original report lists the time of the accident as 1801 hours. Further investigation revealed that the accident occurred at 2230 hours.
2. The initial report indicates that SMITH was driving in a "CODE THREE" response to a "COVER NOW" call at De Anza Cove. In fact, SMITH was driving through the center island with his red and yellow lights only when the collision occurred. SMITH was enroute to the Northern Division station when he struck the island. SMITH was NOT responding to any radio call. SMITH was driving through the island to avoid traffic that had backed up on Sea World Drive due to the Fourth of July fireworks.

The investigation into the collision is continuing. Also the fact that the accident was not properly reported is being investigated.

Appropriate disciplinary action will be recommended for Officers SMITH and CARUSO for their involvement in this incident.

A revised collision report, dated 7-28-90 is attached.

"FOR THE EXCLUSIVE USE OF THE CHIEF OF POLICE AND/OR THE CITY ATTORNEY"

Reporting Officer Richard M. O'HANLON, Sergeant I.D. # 2699 Division N-B.E.T.

Approved By _____ Date of this report 7-28-90 Time 1800

AMENDED REPORT

SAN DIEGO POLICE DEPARTMENT TRAFFIC COLLISION REPORT

Page 1 of 10

PRIMARY CAUSE SPEED SECTION 22350		NO. INJURED 0	H & R FELONY <input type="checkbox"/>	CITY SAN DIEGO	BEAT 121	COLLISION NUMBER					
		NO. KILLED 0	H & R MISD. <input type="checkbox"/>	COUNTY SAN DIEGO	NCIC # 3711			OFFICER I.D. # 2699			
LOCATION	COLLISION OCCURRED ON 1100 Sea World Drive bet. Pacific Hwy. and I-5				MO. 07	DAY 04	YR. 90	TIME 2230	DAY OF WEEK S M T W T F S	EMERGENCY VEH. <input checked="" type="checkbox"/>	
					<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO			STATE HIGHWAY RELATED <input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
	<input type="checkbox"/> AT INTERSECTION WITH OR 188' 9" FEET/MILES West OF WCL of S/B I-5 on-ramp				NO. VEH'S. INVLD. ONE		PHOTOGRAPHS <input checked="" type="checkbox"/> YES		<input type="checkbox"/> ND		
CLASS OF COLLISION <input type="checkbox"/> 1. Fatal <input type="checkbox"/> 2. Injury <input checked="" type="checkbox"/> 3. Prop. Damage Only		1. At Intersection <input type="checkbox"/> 2. Not at Intersection <input type="checkbox"/> 3. On Public Property <input type="checkbox"/> 4. On Private Property <input type="checkbox"/>	ON STREET	INVESTIGATED <input checked="" type="checkbox"/> AT SCENE <input type="checkbox"/> NOT AT SCENE	FOR OFFICE USE			FOR OFFICE USE			TOTAL
			OFF STREET		HR	GAR	SAC	TRAN			
					SAF	SSP	PRO	COR			
				IMD. FORM SENT <input type="checkbox"/>			INS				
PARTY 1	DRIVER'S LICENSE NUMBER			STATE	CLASS	SAFETY EQUIP.	VEH. YR.	MAKE/MODEL/COLOR	LICENSE NUMBER	STATE	
DRIVER	NAME (FIRST, MIDDLE, LAST)						1988	Ford Crown Vic-4dr.	E091830 #1207	CA	
PEDESTRIAN	STREET ADDRESS						DIR. OF TRAVEL	ON STREET OR HIGHWAY		SPEED	SPEED LIMIT
	1401 Broadway			Northern Beach Team N-9			E	1100 SeaWorld Drive	30	40	
PARKED VEH.	CITY/STATE/ZIP						DESCRIBE VEHICLE DAMAGE				
	San Diego, Ca 92101						<input type="checkbox"/> V-1	<input checked="" type="checkbox"/> XX	<input type="checkbox"/> UNKN.	<input type="checkbox"/> NONE	<input type="checkbox"/> MINOR
BICYCLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	MO. BIRTHDATE	DIR. OF TRAVEL	ON STREET OR HIGHWAY	<input checked="" type="checkbox"/> MOD.	<input type="checkbox"/> MAJOR	<input type="checkbox"/> TOTAL
OTHER	HOME PHONE			BUSINESS PHONE			()	()	DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> OTHER		
									NORTHERN POLICE GARAGE O'HANLON		
									VIOLATION CHARGED		
									1. _____	2. _____	
									3. _____	Form. _____	
PARTY 2	DRIVER'S LICENSE NUMBER			STATE	CLASS	SAFETY EQUIP.	VEH. YR.	MAKE/MODEL/COLOR	LICENSE NUMBER	STATE	
DRIVER	NAME (FIRST, MIDDLE, LAST)						OWNER'S NAME/ADDRESS <input type="checkbox"/> SAME AS DRIVER				
PEDESTRIAN	STREET ADDRESS			DIR. OF TRAVEL	DN STREET OR HIGHWAY				SPEED	SPEED LIMIT	
PARKED VEH.	CITY/STATE/ZIP										
BICYCLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	MO. BIRTHDATE	DIR. OF TRAVEL	ON STREET OR HIGHWAY	<input type="checkbox"/> UNKN.	<input type="checkbox"/> NONE	<input type="checkbox"/> MINOR
OTHER	HOME PHONE			BUSINESS PHONE			()	()	<input type="checkbox"/> MOD.	<input type="checkbox"/> MAJOR	<input type="checkbox"/> TOTAL
									DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER		
									VIOLATION CHARGED		
									1. _____	2. _____	
									3. _____	Form. _____	
SKETCH											
SEE LARGE DIAGRM											
INDICATE NORTH											
SEE COLLISION SUMMARY											
INITIAL CONTACT POINT 188' 9" W of WCL I-5 S/B on-ramp 44' 4" N of NCL of 1100 Sea World Drive											
<i>AMENDED REPORT</i>											

COLLISION NUMBER:

*EXPLAIN IN NARRATIVE

Page 2 of 10

INJURED / WITNESS	DESCRIPTION OF DAMAGE			ADDRESS OF DAMAGED PROPERTY												
	OWNER'S NAME			ADDRESS							PHONE		NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO			
	WITNESS ONLY	AGE	RACE	FATAL INJURY	SEVERE WOUND DISTORTED MEMBER	OTHER VISIBLE INJURIES	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BI-CYCLIST	OTHER	IN VEHICLE NUMBER			
	<input checked="" type="checkbox"/>															
	DESCRIBE INJURY:			HAIR	EYES	HEIGHT	WEIGHT	YES <input type="checkbox"/> <input type="checkbox"/> BELT <input type="checkbox"/> HELMET SAFETY DEVICE IN USE? NO <input type="checkbox"/> <input type="checkbox"/> CHILD RESTRAINT								
	NAME [REDACTED]							RED ONLY) BY								
	ADDRESS [REDACTED]			HOME PHONE			WORK PHONE			TAKEN TO (INJURED ONLY) BY						
	DESCRIBE INJURY:			HAIR	EYES	HEIGHT	WEIGHT	MO.	BIRTH DATE	YEAR	YES <input type="checkbox"/> <input type="checkbox"/> BELT <input type="checkbox"/> HELMET SAFETY DEVICE IN USE? NO <input type="checkbox"/> <input type="checkbox"/> CHILD RESTRAINT					
	NAME [REDACTED]										CHLD RESTRAINT					
	ADDRESS [REDACTED]			HOME PHONE			WORK PHONE			TAKEN TO (INJURED ONLY) BY						
DESCRIBE INJURY:			HAIR	EYES	HEIGHT	WEIGHT	MO.	BIRTH DATE	YEAR	YES <input type="checkbox"/> <input type="checkbox"/> BELT <input type="checkbox"/> HELMET SAFETY DEVICE IN USE? NO <input type="checkbox"/> <input type="checkbox"/> CHILD RESTRAINT						
NAME [REDACTED]										CHLD RESTRAINT						
ADDRESS [REDACTED]			HOME PHONE			WORK PHONE			TAKEN TO (INJURED ONLY) BY							

SSP:

SCHOOL NAME:

GRADE:

PRIMARY CAUSE	1	2	OTHER ASSOCIATED FACTORS			1	2	SOBRIETY - DRUG		DRIVER'S VISION OF PEDESTRIAN LIMITED BY:		
	XX			VC SECTION	1. VIOLATION		X		1. HAD NOT BEEN DRINKING		1. STANDING TRAFFIC	
1. SPEED			VC SECTION	1. VIOLATION				1. HBD - UNDER INFLUENCE		2. PARKED CAR OR TRUCK		
2. VIOLATED PED. RT. OF WAY			VC SECTION	2. VIOLATION				2. HBD - NOT UNDER INFLU.		3. BUS AT BUS STOP		
3. VIOLATED RT. OF WAY AUTO			VISION OBSCUREMENTS	3.				3. HBD - IMPAIRMENT UNK.		4. NO STREET LIGHTS		
4. PED. IN VIOLATION			4. INATTENTION				1	1. UNDER DRUG INFLUENCE		5. HEADLIGHT GLARE		
5. FOLLOWING CLOSE			5. STOP AND GO TRAFFIC				2	2. SOBRIETY NOT KNOWN		6. SUN GLARE		
6. WRONG SIDE OF RO.			6. NON-CONTACT VEHICLE				TEST AOM.		7. OTHER*			
7. IMPROPER PASSING			7. PREVIOUS COLLISION				1	1. BLOOD/URINE	PEO ATTEMPTED EVASIVE ACTION			
8. IMPROPER TURN			8. AVOIDING OBJECT				2	2. BREATH	YES <input type="checkbox"/> NO <input type="checkbox"/> UNK <input type="checkbox"/>			
9. DISREGAROEO STOP			9. OTHER				3	3. COORDINATION	DRIVER ATTEMPTED EVASIVE ACTION			
10. DISREGAROEO TRAF. SIGNAL			10. NONE APPARENT				1	1. PHYSICAL DEFECT	YES <input type="checkbox"/> NO <input type="checkbox"/> UNK <input type="checkbox"/>			
11. IMPROPER SIGNAL							2	2. PHYSICAL HANDICAP	PED CROSSING IN			
12. IMPROPER START							3	3. ILL	1. LEGAL UNMARKED CROSSWALK			
13. NO LIGHTS							4	4. SLEEPY/FATIGUEO	2. MARKED CROSSWALK			
14. OTHER*							5	5. OTHER*	3. MARKEO SCHEDL CROSSWALK			
VEHICLE DEFECTS							6	6. APPARENTLY NORMAL	4. NOT IN CROSSWALK			
1. NONE		X					1	1. PED'S CONDITION	5. OTHER*			
2.							2	2. HAD NOT BEEN DRINKING	WHERE WAS PED STRUCK?			
TYPE			1	2	VEHICLE ACTION	CONSTRUCTION ZONE	3	3. HAD BEEN DRINKING	1. IN ROADWAY AT INTERSECTION			
COLLISION MDTOR VEH. WITH	X				1. GOING STRAIGHT AHEAD	1. BARRICADES PRESENT	4	4. UNDERR DRUG INFLU.	2. IN ROADWAY NOT AT INTERSECTION			
1. RAN OFF ROAD					2. CHANGING LANES	2. ROAD CONSTR.	5	5. OTHER*	3. IN ALLEY			
2. DVERTURNEO IN ROAD					3. MAKING RIGH TURN	3. OTHER CONSTR.	6	6. APPARENTLY NORMAL	4. ON SIDEWALK			
3. PED.					4. MAKING LEFT TURN		1	1. PHYSICAL HANDICAP	5. ON SHOULDER			
4. MOTOR VEH. IN TRAFFIC					5. MAKING U TURN		2	2. APPARENTLY NORMAL	6. OTHER*			
5. PARKEO MDTOR VEH.					6. SLOWING OR STOPPING		3	3. NOT KNOWN	WHAT WAS PED DOING?			
6. TRAIN					7. STARTING IN TRAFFIC		4	4. OTHER*	1. CROSSING WITH SIGNAL			
7. BICYCLIST					8. STARTING FROM PARKED POSITION		1	1. PHYSICAL HANDICAP	2. CROSSING AGAINST SIGNAL			
8. ANIMAL					9. STOPPED IN TRAFFIC		2	2. APPARENTLY NORMAL	3. CROSSING UNSIGNALIZED INTERSECTION			
9. FIXED OBJECT					10. PARKEO		3	3. NOT KNOWN	4. CROSSING INT. DIAGONALLY			
10. OTHER*					11. BACKING		4	4. OTHER*	5. WALKING ALONG ROAD:			
11. OTHER NON-COLLISION					12. DRIVERLESS MOVING VEH.		1	1. FACING TRAFFIC	A. FACING TRAFFIC			
WEATHER			ROAD CONDITION			X	5	5. OFFICER OR WATCHMAN	2. NOT FACING TRAFFIC			
							6	6. NO CONTROL PRESENT	3. GETTING ON/OFF VEHICLE			
							7	7. OTHER*	7. PUSHING OR WORKING ON VEHICLE			
							8	8. OTHER*	8. OTHER WORKING IN ROAD			
							9	9. OTHER*	9. GOING TO OR FROM BUS			
							10	10. GOING TO OR FROM ICE CREAM VENDOR	10. GOING TO OR FROM STREET			
							11	11. PLAYING IN STREET	11. PLAYING NEXT TO STREET			
							12	12. PLAYING NEXT TO STREET	12. ACCIDENTLY ENTERED STREET			
							13	13. ENTERING BEHIND PARKED VEHICLE	13. ENTERING BEHIND PARKED VEHICLE			
							14	14. OTHER*	14. OTHER*			
							15	15. OTHER*	15. OTHER*			

S. I.D. NUMBER: Richard M. O'HANLON, Sergeant 2699 DIVISION: N-9 DATE - TIME: 7-28-90 1800 AF:

COLLISION INTERVIEWS

(Driver/Passenger/Witness)

Pg 3 of 10

COLLISION LOCATION 1100 Sea World Drive		DATE 07-04-90	TIME 2230
<input checked="" type="checkbox"/> DRIVER NAME <input type="checkbox"/> OCCUP. <input type="checkbox"/> WIT.	John C. SMITH #4047	ADDRESS 1401 Broadway San Diego	PHONE HOME
VEH. # One	This interview was conducted on 7-24-90 at approximately 1330 hours. [REDACTED] PHONE WORK		

SMITH stated essentially the following:

I was driving. The accident happened about 10:30 PM. We were heading into the station after we had left the command post. The traffic on Sea World Drive was real heavy. I was driving through the center island to get around traffic. I was not responding to a call.

I had my yellow amber on and the red light to the front on. I was tapping the siren.

I hit the island just before I-5. I drove straight to the station. I looked at the car at the station. I didn't notice any damage. This was about 11:15 PM.

I was going about 30 mph when I hit the island.

<input checked="" type="checkbox"/> DRIVER NAME <input type="checkbox"/> OCCUP. <input type="checkbox"/> WIT.	Peter J. CARUSO #4009	ADDRESS 1401 Broadway San Diego	PHONE HOME
VEH. # One	This interview was conducted on 7-24-90 at approximately 0730 hours. [REDACTED] PHONE WORK		

John was driving. We were heading into the station. Traffic was real heavy because of the fireworks. We were going about 30 mph. We hit the raised center island around I-5. We parked the car near the car wash. I looked at the front of car and didn't see any damage. We were not going to a cover call.

				H & R. NO.
REPO [REDACTED]	RICHARD M. J'HANLON, Sergeant	I.D. NUMBER 2699	DIVISION N-9	DATE AND TIME 07-28-90 1800
(USE ANOTHER FORM 156A IF ADDITIONAL SPACE NEEDED FOR INTERVIEWS)				

COLLISION INTERVIEWS

(Driver/Passenger/Witness)

Pg 4 of 10

COLLISION LOCATION

1100 Sea World Drive

DATE
7-4-90TIME
2230

DRIVER NAME
 OCCUP.
 WIT.

VEH. #

ADDRESS

PHONE HOME

PHONE WORK

This interview was conducted over the telephone on 7-9-90 at approximately

1410 hours. [REDACTED] stated essentially the following:

I was with [REDACTED]. We were on Sea World Drive heading towards the freeway. I was about 10:30 PM. It was after the fireworks and traffic was really backed up. I was in the fast lane, (N-1). I had my windows down. I saw flashing lights. I did not hear a siren.

The police car was going about 50 mph. I heard a skid and saw them hit the island. They went airborne. When they hit the ground two hubcaps came off the car. I thought they might have hit a sign, but I can't swear to it.

(AT THIS POINT I HAVE BEEN UNABLE TO LOCATE AND INTERVIEW [REDACTED])

DRIVER NAME
 OCCUP.
 WIT.

VEH. #

ADDRESS

PHONE HOME

PHONE WORK

REPORT

Richard M. O'HANLON, Sergeant

I.D. NUMBER
2699DIVISION
N-9DATE AND TIME
7-28-90 1800

H. & R. NO.

COLL. NO.

COLLISION SUMMARYPg 5 of 10

COLLISION LOCATION	DATE	TIME	
1100 Sea World Drive	7-4-90	2230	
PERSON CITED	DATE OF BIRTH	CHARGE	APPEARANCE DATE
PERSON CITED	DATE OF BIRTH	CHARGE	APPEARANCE DATE

OFFICER'S CONCLUSIONS: (SUMMARIZE THE COLL. INV. WITH A WORD PICTURE. INCLUDE ALL EVIDENCE NECESSARY TO SUPPORT CHARGE.)

Officer John C. SMITH #4047 was driving Unit #1207, a marked police sedan, California license E091830. Officer Peter J. CARUSO #4009 was the passenger officer. SMITH was driving e/b on Sea World Drive at approximately 2230 hours.

The weather was cool and clear. The roadway surfaces were free from visable debris. Traffic was very heavy due to the holiday and associated firework displays. 1100 Sea World Drive is a two-laned roadway. At the time of this incident both of the e/b lanes were full of traffic.

SMITH was enroute to the Northern substation to secure from his shift. SMITH activated his rear amber and front red light. SMITH drove into the simulated island to avoid the traffic congestion. SMITH would occasionally tap his vehicle's siren. SMITH was not responding to any emergency radio call.

As SMITH was driving e/b through the island he approached a 12" raised center median. SMITH was driving approximately 30 mph at this point. SMITH was driving at too great a speed to avoid striking the island. SMITH attempted evasive action by braking. SMITH's vehicle left 30 feet of locked wheel skid prior to striking the island.

SMITH struck the raised island. The force of the impact caused the vehicle to become airborne. The vehicle travelled approximately 20 feet before landing on the

H. & R. NO.
CONT. NO.

REPORTER	Richard M. O'HANLON, Sergeant	I.D. NUMBER 2699	DIVISION N-9	DATE AND TIME 7-28-90 1800
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COLLISION SUMMARYPg 6 of 10

COLLISION LOCATION	DATE	TIME
1100 Sea World Drive	7-4-90	2230

OFFICER'S CONCLUSIONS: (SUMMARIZE THE COLL. INV. WITH A WORD PICTURE. INCLUDE ALL EVIDENCE NECESSARY TO SUPPORT CHARGE.)

raised median.

Gouge marks were found at the point of impact and on the median where the undercarriage struck the median. SMITH continued to drive on the median until he reached the I-5 off-ramp traffic signal. SMITH drove off the median and proceeded n/b on I-5.

SMITH drove the vehicle to the Northern station where he parked the vehicle adjacent to the car wash. SMITH and CARUSO examined the vehicle but indicated that they did not notice any damage.

Garage mechanic [REDACTED] attempted to drive Unit #1207 at 0700 on 7-5-90.

was

[REDACTED] noticed that the vehicle was difficult to steer and that the rearview mirror was missing. Unit 1207 was placed on a hoist where substantial damage was located. The damage included a cracked right turn lens, damaged oil pan, damaged stabilizer bars, both front rims were bent and dents to the hood from the engine striking it.

Traffic Officers D. JENNES #3594, S. THOMPSON #3746 and Sergeant W. CLEM #1484 responded to Northern Division on 7-6-90 when Officers SMITH and CARUSO had been identified as the individuals who were in Unit 1207 when the damage had occurred. Officers THOMPSON, JENNES, SMITH, CAURO and myself went to 1100 Sea World Drive where the collision scene was located. This was on 7-6-90 at 2100 hours.

Officers SMITH and CARUSO told the traffic officers (JENNES and THOMPSON) that they were responding to a "COVER NOW" call at De Anza Cove when the accident occurred. SMITH told JENNES that he was driving through the center island while he was operating

REPORTING OFFICER	I.D. NUMBER	DIVISION	DATE AND TIME
Richard M. O'HANLON, Sergeant	2699	N-9	7-28-90 1800

SAN DIEGO POLICE DEPARTMENT

COLLISION SUMMARYPg 7 of 18

COLLISION LOCATION			DATE	TIME
1100 Sea World Drive			7-4-90	2230
PERSON CITED	DATE OF BIRTH	CHARGE	APPEARANCE DATE	
PERSON CITED	DATE OF BIRTH	CHARGE	APPEARANCE DATE	

OFFICER'S CONCLUSIONS: (SUMMARIZE THE COLL. INV. WITH A WORD PICTURE. INCLUDE ALL EVIDENCE NECESSARY TO SUPPORT CHARGE.)

his emergency lights and siren when he struck the raised median. SMITH and CARUSO told the investigating units that the collision occurred at approximately 1800 hours.

Further investigation revealed that the collision occurred at 2230 hours. Officer SMITH was not properly operating his emergency equipment when the collision occurred.

(THE COLLISION DIAGRAM FROM THE INITIAL REPORT, DATED 7-6-90 BY OFFICER THOMPSON #3746 IS ACCURATE AS TO THE ICP AND MEASUREMENTS. IT WILL ALSO BE USED IN THIS REPORT)

COLL.
H. & R. NO.

REPORTING OFFICER Richard M. O'HANLON	I.D. NUMBER 2699	DIVISION N-9	DATE AND TIME 7-28-90 , 1800
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SAN DIEGO POLICE DEPARTMENT

COLLISION SUMMARYPg 8 of 10

COLLISION LOCATION

DATE

TIME

OFFICER'S CONCLUSIONS: (SUMMARIZE THE COLL. INV. WITH A WORD PICTURE. INCLUDE ALL EVIDENCE NECESSARY TO SUPPORT CHARGE.)

NOT
USED

REPORTING OFFICER

I.D. NUMBER

DIVISION

DATE AND TIME

Collision Diagram

COLLISION LOCATION

1100 SEA WORLD DR

DATE 7/6/90 TIME 1801

DIAGRAM NOT TO SCALE

1100 SEA WORLD
DR.ROUTE FROM P1'S
UNDERCARRIAGE27³ LOCKED
WHEEL SKID30¹¹ LOCKED WHEEL SKID

STOPPED VEHICLES

STOPPED VEHICLES

DATE & TIME OF REPORT

7/7/90 1355

OFFICER(S)

S. THOMPSON

3746

SKID-SPEED INFORMATION.			SKID DATA			CENTRIFUGAL SCUFF	
DESCRIPTION OF ROADWAY			V-1	V-2	V-3	MARK USED:	
TYPE OF ROAD/CONDITION:			RF	RF	RF	LENGTH:	
ROAD CONSTRUCTION:			RR	RR	RR	CHORD:	
DIRECTION/GRADE:			LF	LF	LF	MIDDLE ORDINATE:	
			LR	LR	LR		

TEST SKID INFORMATION						TIME OF TEST:			
NO.	SPEED	L.F.	R.F.	L.F.	R.R.	TEST VEHICLE/DRIVER INFORMATION			
1						DRIVER:	I.D. NO.	DIVISION:	
2						MAKE	YEAR	MODEL	TYPE
3						RADAR NO.	CALIBRATED <input type="checkbox"/> INTERNAL <input type="checkbox"/> TUNING FORK	OPERATOR	
4						TEST COORDINATOR:	I.D. NO.	DIVISION:	
TIRE INFORMATION						TEST VEHICLE			
ACCIDENT VEHICLE			TEST VEHICLE			MANUFACTURE:			
MANUFACTURE:			TEST VEHICLE			MODEL:			
MODEL:			TEST VEHICLE			TYPE:			
TYPE:			TEST VEHICLE			SIZE:			
SIZE:			TEST VEHICLE			PSI:			
PSI:			TEST VEHICLE			HOW WAS I.C.P. ESTABLISHED?:			
PHOTOS TAKEN? _____			POLAROID: _____			ESTIMATE <input type="checkbox"/>			
35 MM: _____									
DRAG FACTOR: TEST SKID <input type="checkbox"/> ESTIMATE <input type="checkbox"/>									

CALCULATIONS/DESCRIPTION OF DIAGRAM:

Not
Used

SYMBOLS		FORMULAS			CENTRIFUGAL SCUFF EXAMPLE	
μ = DRAG FACTOR S = SPEED MPH V = SPEED FPS D = DISTANCE SKID LENGTH(FT.)	g = GRAVITATIONAL CONSTANT (32.2FPS) C = CHORD M = MIDDLE ORDINATE R = RADIUS	$\mu = \frac{V^2}{2gd}$ $V = \sqrt{2gd/\mu}$	$R = \frac{C}{8M} + \frac{M}{2}$ $V = \sqrt{Rg\mu}$	$\frac{FPS \times 15}{22} = MPH$ $\frac{MPH \times 22}{15} = FPS$	ARC SHAPED SCUFF MARK	25 FT. CHORD MIDDLE ORDINATE



**SUPERVISORS VEHICLE ACCIDENT
INVESTIGATION REPORT**

ORIGINAL - SAFETY DIVISION MS 27A
YELLOW - CLAIMS M/S 51B
GREEN - ORIGINATING DEPT.

1. EMPLOYEE NAME (PRINT LAST, FIRST, M.I.)		2. SOCIAL SECURITY NUMBER		3. DEPT./DIVISION		4. DATE OF ACCIDENT		
SMITH, John C.				Police-Northern		MO. 07	DAY 04	YR. 90
5. JOB CLASSIFICATION		6. EMPLOYEE STATUS: SEASONAL <input type="checkbox"/> PERM PART TIME <input type="checkbox"/> PERM FULL TIME <input checked="" type="checkbox"/> OCCURRED?		7. EMPLOYEE WORKING OVERTIME WHEN ACCIDENT				
Police Officer II		HOURLY <input type="checkbox"/> LIMITED <input type="checkbox"/> NO <input type="checkbox"/> EXTENDED SHIFT <input type="checkbox"/> CALL BACK <input checked="" type="checkbox"/>						
8. TIME IN CLASSIFICATION:		9. EMPLOYED WITH CITY:		10. EXPERIENCE WITH VEHICLE:		11. CITY VEHICLE: 12. IF YES, GIVE EQUIP. NUMBER		
LESS THAN 30 DAYS <input type="checkbox"/> 1 TO 3 MONTHS <input type="checkbox"/> 4 MDS. TO 1 YEAR <input type="checkbox"/> 1 TO 5 YEARS <input checked="" type="checkbox"/> OVER 5 YEARS <input type="checkbox"/>		LESS THAN 1 YEAR <input type="checkbox"/> 1 TO 5 YEARS <input checked="" type="checkbox"/> 6 TO 10 YEARS <input type="checkbox"/> OVER 10 YEARS <input type="checkbox"/>		IN TRAINING <input type="checkbox"/> LESS THAN 3 MDS. <input type="checkbox"/> 4 MDS. TO 1 YEAR <input type="checkbox"/> 1 TO 5 YEARS <input checked="" type="checkbox"/> OVER 5 YEARS <input type="checkbox"/>		YES <input checked="" type="checkbox"/> ND <input type="checkbox"/> 1207 (1)		
						13. VEHICLE SIZE & TYPE (EX. 3/4 TDN P/U) 4 door sedan		
						14. VEHICLE MAKE & YEAR (E.G. FORD/1969) 1988 Ford		
15. ACTION OF CITY VEHICLE: (CHECK ALL THAT APPLY)		LEFT TURN <input type="checkbox"/> RIGHT TURN <input type="checkbox"/> U-TURN <input type="checkbox"/> ROLLAWAY <input type="checkbox"/> BACKING <input type="checkbox"/>		CHANGING LANES <input type="checkbox"/> DTHER (BE SPECIFIC) <input type="checkbox"/>		16. ACCIDENT SITE: STREET <input checked="" type="checkbox"/> OFF ROAD <input type="checkbox"/> ALLEY <input type="checkbox"/> LANDFILL <input type="checkbox"/> PARK <input type="checkbox"/> PRIVATE PROP <input type="checkbox"/> BEACH <input type="checkbox"/> CITY YARD <input type="checkbox"/> FREEWAY <input type="checkbox"/> OTHER <input type="checkbox"/>		
PARKED <input type="checkbox"/> STOPPED IN TRAFFIC <input type="checkbox"/> PREPARING TO STOP <input type="checkbox"/> STARTING IN TRAFFIC <input type="checkbox"/> MOVING FORWARD <input checked="" type="checkbox"/>								
17. DAMAGE TO: (CHECK ALL THAT APPLY)		18. INJURIES:		19. TYPE OF RESPONSE:		20. ACCIDENT PROPERLY REPORTED		
CITY VEHICLE <input type="checkbox"/> EMPLOYEE VEHICLE <input checked="" type="checkbox"/> DTHER VEHICLE <input type="checkbox"/> CITY PROPERTY <input type="checkbox"/> DTHER PROPERTY <input type="checkbox"/>		NONE <input type="checkbox"/> CITIZEN <input checked="" type="checkbox"/> EMPLDYEE <input type="checkbox"/> BOTH <input type="checkbox"/>		EMERGENCY <input type="checkbox"/> NDNE-EMER. <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
				21. AT TIME OF ACCIDENT HAD TRAINING BEEN GIVEN: WITHIN 30 DAYS <input type="checkbox"/> 6 MOS. TO 1 YEAR <input checked="" type="checkbox"/> OVER 5 YEARS <input type="checkbox"/> 1 TD 6 MONTHS <input type="checkbox"/> 1 TO 5 YEARS <input type="checkbox"/> NDNE GIVEN <input type="checkbox"/>				
				22. LOCATION OF ACCIDENT: 1100 Sea World Drive		23. TIME OF DAY 10:30 <input type="checkbox"/> A.M. <input checked="" type="checkbox"/> P.M.		

DESCRIBE HOW ACCIDENT DCCURRED, INCLUDE ANY VIOLATIONS OF CITY OR DEPT. POLICY; ACTION OF OTHER VEHICLE, ROAD CONDITIONS, EQUIPMENT MALFUNCTION, ETC. (BE SPECIFIC):

SEE ATTACHED REPORT

THIS REPORT IS A REVISION OF THE SUPERVISOR'S REPORT SUBMITTED 07-07-90.

ANALYSIS

PRIMARY CAUSE OF ACCIDENT (WHY DID THE ACCIDENT OCCUR):

SPEED FOR CONDITIONS.

CAUSE

WHAT HAS BEEN/WILL BE DONE TO PREVENT RECURRENCE

THIS COLLISION WILL BE REVIEWED AT THE COMMAND LEVEL FOR DISPOSTION

REVENTION

Richard M. O'HANLON, Sergeant

PHONE #

APPOINTING AUTHORITY:

DATE:

SAN DIEGO POLICE DEPARTMENT

INVESTIGATOR'S REPORT

DATE (occurr.): July 4, 1990

TIME (occurr.): 2230 hours

LOCATION: 1100 Sea World Drive

SUBJECT: Supervisor's Investigation of Police Equipment Collision

Officer John C. SMITH #4047 was driving police equipment number 1207 on July 4, 1990. Officer Peter J. CARUSO #4009 was the passenger officer.

Officers SMITH and CARUSO were headed to the Northern Division substation to secure from their shift. Traffic was extremely congested on Sea World Drive due to the holiday and associated firework displays. Traffic for both lanes of eastbound Sea World Drive were basically gridlocked.

SMITH was proceeding eastbound on Sea World Drive. As SMITH encountered the congestion he drove into the simulated center island. The island is delineated by double yellow lines. As SMITH entered the island he activated his rear flashing yellow light and front red light of the vehicle's overhead light bar. SMITH was driving approximately 30-35 mph at this point. This was at 2230 hours.

SMITH was NOT responding to an emergency radio call or any other call for service.

As SMITH proceeded through the island he encountered a raised asphaltic center median. SMITH was driving too fast to avoid striking this median. The front of Unit #1207 struck the median. SMITH and CARUSO were travelling with sufficient speed to cause the vehicle to become airborne. The vehicle travelled for approximately 20 feet before landing on the median.

The force of the landing caused the vehicle to "bottom out". This action caused the undercarriage to strike the median. SMITH proceeded through the median. SMITH drove off of the median and took the northbound I-5 onramp. SMITH drove Unit #1207 to Northern where he parked it near the car wash.

Both CARUSO and SMITH stated that they examined the vehicle for damage when they arrived at Northern. Both CARUSO and SMITH stated that they did not see any damage. CARUSO and SMITH stated that the steering of the vehicle was "off" as they were driving to the substation. This was at approximately 2300 hours.

On Thursday morning, 07-05-90, at approximately 0700 hours, Northern Division garage personnel located the damaged vehicle. Lieutenant R. JAMES #1469 was advised of the damaged vehicle shortly after its discovery.

Equipment number 1207 is a pool car that is normally assigned to the Northern Division Beach Enforcement Team.

On Thursday morning, 07-05-90, Lieutenant JAMES contacted me and advised me of the damaged vehicle. I recall seeing SMITH and CARUSO driving a black and white sedan the evening of July 4th. I do not recall the equipment number. SMITH and CARUSO were off on 07-05-90

Reporting Officer RICHARD M. O'HANLON, Sergeant I.D. # 2699 Division N-B.E.T.

Approved By _____ Date of this report 07-29-90 Time 1200

SAN DIEGO POLICE DEPARTMENT
INVESTIGATOR'S REPORT

DATE (occurr.): 07-04-90

TIME (occurr.): 2230 hours

LOCATION: 1100 Sea World Drive

SUBJECT: Police Equipment Collision-page two

On 07-06-90 I was in the process of trying to locate SMITH and CARUSO's Daily Activity Journal for 07-04-90. I could not locate this document. During briefing I asked CARUSO and SMITH where the journal was. They stated that they had accidentally left the journal at the lifeguard station on 07-04-90. I instructed them to locate the journal and bring it to me immediately after they located it. (This document would contain the vehicle number that SMITH and CARUSO were driving on 07-04-90.)

I saw SMITH and CARUSO talking to a mechanic at the garage area. Unit 1207 up on the rack while SMITH and CARUSO were talking to the mechanic. SMITH stated at this point, "I guess I really damaged the car." This was at approximately 1820 hours.

A Traffic unit and supervisor responded to Northern. These officers were D. JENNES #3594 and S. THOMPSON #3746. Traffic Sergeant W. CLEM #1184 also responded to Northern Division.

The damage to Unit 1207 includes but is not limited to the following: bent front rims, broken gear shift indicator, fractured right turn lens, front bumper damage, hood damage, and substantial engine, frame and undercarriage damage.

The collision scene was located at 1100 Sea World Drive. The initial contact point was determined by the gouge mark found on the raised asphalt median.

Officers SMITH and CARUSO told the traffic units that they were responding to a "COVER NOW" call at De Anza Cove at approximately 1800 hours when they struck the median. SMITH stated that he was driving with his emergency equipment activated. Officer CARUSO verified this statement. Both CARUSO and SMITH wrote written reports, ARJIS 9's, about how the accident happened. These reports were included in the collision report made by Officers JENNES and THOMPSON.

Subsequent investigation revealed that SMITH and CARUSO's verbal and written statements as to the time and manner of the accident were untruthful.

I have prepared an "AMENDED" collision report which will be forwarded.

Based on the damage to Unit 1207 and the damage located at the collision scene the following conclusion is reached:

Officer John C. SMITH #4047 was driving in an unauthorized manner, yellow and red lights only, when he struck the raised center median. Officer SMITH gave an untruthful statement to myself, verbal and written, and to the traffic officers as to the time and manner of the collision. Officer SMITH was driving a police unit in an unsafe manner to avoid traffic congestion while enroute to secure his shift. SMITH was not responding to an emergency or any other call

Reporting Officer Richard M. O'NEIL, Sergeant I.D. # 2699 Division N-B.E.T.

Approved By _____ Date of this report 07-29-90 Time 1200

SAN DIEGO POLICE DEPARTMENT

INVESTIGATOR'S REPORT

DATE (occurr.): July 4, 1990

TIME (occurr.): 2230 hours

LOCATION: 1100 Sea World Drive

SUBJECT: Police Equipment Collision-page three

when the collision occurred. Officer SMITH was also untruthful as to the time and manner of the collision on form RM-1551 (Vehicle Damage Report). Based on the damage to Unit 1207 Officer SMITH should have reasonably known that he was involved in a police equipment collision. SMITH failed to properly report the accident to a police supervisor according to established police procedures.

Officer CARUSO gave untruthful statements, verbal and written, to myself and the traffic officers. Officer CARUSO should have reasonably known that he and his partner, John SMITH, were involved in a police equipment collision and should have reported the collision to a police supervisor. CARUSO's untruthful statements were given on 07-06-90, when the initial police equipment collision report was completed.

Reporting Officer Richard M. O'TAGNON, Sergeant I.D. # 2699 Division N-B.E.T.

Approved By _____ Date of this report 07-29-90 Time 1200

CITY OF SAN DIEGO
MEMORANDUM

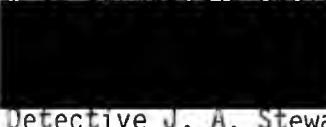
FILE NO: 385
DATE: August 1, 1990
TO: Sergeant R. O'Hanlon, Northern Division
FROM: Detective J. A. Stewart, Traffic Investigations
SUBJECT: RE: Equipment #1207

On July 11, 1990, I inspected Police Equipment #1207 at the request of Sergeant R. O'Hanlon. The purpose of the inspection was to determine if the damage to this car was of the nature that would be readily apparent to the driver. In addition Sergeant O'Hanlon asked me to see if I could find any damage that was consistent with the car hitting a metal sign pole.

The damage to this car was rather severe. The force of the impact dislodged the motor from its mounts, forcing it up and causing two (2) dents in the hood. The suspension and transmission linkage also sustained severe damage. After inspecting the car I formed the opinion that it would be reasonable to conclude any driver would be aware of the damage.

I did not find any damage that would be consistent with impacting a sign pole.

Sergeant O'Hanlon and I went to the collision scene. There I found gouges in the raised asphaltic concrete island that were consistent with the damage on Unit 1207. There was a portion of metal sign post on the island that was in the path of the car. The break in this portion was old as evidenced by an accumulation of dirt and rust. It is my opinion, this sign pole was not involved in this incident. When I completed the inspection I photographed the scene and gave the film to Sergeant O'Hanlon.



Detective J. A. Stewart
Traffic Investigation Unit

JS:lk

JS.2175,,117

CALL [REDACTED] TO
REPORT ACCIDENT

ALL DAMAGE MUST BE
INVESTIGATED BY
IMMEDIATE SUPERVISOR

CITY OF SAN DIEGO
RISK MANAGEMENT DEPARTMENT

ORIGINAL SAFETY
GREEN CLAIMS
YELLOW ... DEPT./DIV. RETAIN

VEHICLE DAMAGE REPORT

CITY FILE NO.

DEPARTMENT AND DIVISION POLICE NORTHERN		TELEPHONE [REDACTED]	DATE OF ACCIDENT 7-4-90	TIME OF ACCIDENT 1800
NAME OF CITY DRIVER SMITH John #4047		ADDRESS 4275 EASTGATE MALL	TELEPHONE [REDACTED]	
DRIVERS LICENSE NO. [REDACTED]	LICENSE TYPE [REDACTED]	LICENSE EXPIRATION DATE [REDACTED]	JOB CLASSIFICATION PO II	DATE OF BIRTH [REDACTED]
SOCIAL SECURITY NO. [REDACTED]	DESCRIBE ANY INJURY TO CITY OPERATOR, IF ANY, AND FILE FORM ES-1531A - EMPLOYEE INJURY REPORT NONE			
CITY VEHICLE NO. 1207	VEHICLE MAKE FORD	YEAR 88	BODY TYPE 4 DR	
CHECK HOW DAMAGE OCCURRED: <input type="checkbox"/> VANDALISM <input type="checkbox"/> UNKNOWN <input checked="" type="checkbox"/> VEHICLE ACCIDENT <input type="checkbox"/> INDUSTRIAL ACCIDENT <input type="checkbox"/> OTHER		DESCRIBE DAMAGE (BE SPECIFIC): DAMAGE TO UNDERBODY		
PASSENGER CARUSO, PETER #4009	ADDRESS 4275 EASTGATE MALL	TELEPHONE [REDACTED]	INJURY (FILE FORM ES-1531A)	
PASSENGER	ADDRESS [REDACTED]	TELEPHONE [REDACTED]	INJURY (FILE FORM ES-1531A)	

NAME OF DRIVER	AGE	ADDRESS	TELEPHONE	DRIVERS LICENSE NO.	
REGISTERED OWNER 1.		ADDRESS	TELEPHONE	VEHICLE LICENSE NO.	
NAME OF INSURANCE CARRIER		VEHICLE MAKE	BODY TYPE	YEAR	
DRIVER/INJURY 2.	VEHICLE DAMAGE - DESCRIBE				
INJURED PASSENGER OR PEDESTRIAN 3.	AGE	ADDRESS	TELEPHONE	INJURY	PASS. PED.
INJURED PASSENGER OR PEDESTRIAN 4.	AGE	ADDRESS	TELEPHONE	INJURY	PASS. PED.
INJURED PASSENGER OR PEDESTRIAN 5.	AGE	ADDRESS	TELEPHONE	INJURY	PASS. PED.
NON-VEHICULAR DAMAGE - DESCRIBE - LOCATION					
OWNER	ADDRESS			TELEPHONE	

WITNESS	NAME	ADDRESS	TELEPHONE	PASS. PED.	LOCATION AT TIME OF ACCIDENT
	NAME	ADDRESS	TELEPHONE	PASS. PED.	LOCATION AT TIME OF ACCIDENT

ACCIDENT DESCRIPTION	LOCATION OF ACCIDENT 1100 Sea World Drive Rd	POLICE AGENCY INVESTIGATING SDPD adt																								
	DESCRIBE HOW DAMAGE OCCURRED - USE ADDITIONAL PAPER IF NEEDED. DRAW AND INCLUDE DIAGRAM IF IT WILL HELP YOU EXPLAIN CIRCUMSTANCES.	PLEASE DO NOT WRITE IN THIS BLOCK																								
	I WAS DRIVING ON SEA WORLD DRIVE F/B ON THE CENTER ISLAND AROUND TRAFFIC WHEN HIT A RAISED CENTER ISLAND. I DID NOT SEE THE CENTER ISLAND. I HIT THE CURB GOING ABOUT 30 MPH.	<table border="1"> <tr><td>CLT./OBL.</td><td>RAP</td><td>A RES.</td></tr> <tr><td>1</td><td></td><td></td></tr> <tr><td>2</td><td></td><td></td></tr> <tr><td>3</td><td></td><td></td></tr> <tr><td>4</td><td></td><td></td></tr> <tr><td>5</td><td></td><td></td></tr> <tr><td>6</td><td></td><td></td></tr> <tr><td>INFO.</td><td>CARRIER</td><td>A.R.B.</td></tr> </table>	CLT./OBL.	RAP	A RES.	1			2			3			4			5			6			INFO.	CARRIER	A.R.B.
CLT./OBL.	RAP	A RES.																								
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INFO.	CARRIER	A.R.B.																								
	CL	1	ATURE.	DATE 8-3-90																						



DUE: 09-15-90

DEPT./DIVISION

POLICE/NORTHERN

ROUTING:

CHAIRPERSON FORWARDS TO
APPOINTING AUTHORITY FOR
ACTION, WHO FORWARDS TO
DEPT. HEAD FOR REVIEW.
DEPT. HEAD FORWARDS TO
SAFETY DIVISION, M.S. XXX 732

CITY MANAGER
VEHICLE COLLISION REVIEW
AND PREVENTION PROGRAM
REPORT
#90-207

TRAFFIC

NAME OF EMPLOYEE (LAST, FIRST, M.I.) SMITH, John #4047	ACCIDENT DATE 07-04-90	DATE OF REVIEW 08-15-90	WAS ACCIDENT REPORTED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PROPERLY
DOES THE EMPLOYEE POSSESS A CITY DRIVER'S LICENSE? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	HAS EMPLOYEE BEEN AUTHORIZED TO DRIVE THIS VEHICLE? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	HAS EMPLOYEE BEEN TRAINED IN CITY-WIDE POLICIES AND PROCEDURES AS PER A.R. 75.50?	

BRIEFLY DESCRIBE HOW AND WHY THE ACCIDENT OCCURRED. INCLUDE EMPLOYEE AND/OR SUPERVISORY FAILURE WHICH MAY HAVE CONTRIBUTED. NOTE ANY FAILURE TO OBEY CITY AND/OR DEPT. POLICIES OR PROCEDURES. BE SPECIFIC.

Officer SMITH was the driver of a marked police, (Equipment #1207). The passenger was Officer Peter CARUSO #4009. The officers were enroute to the Northern Area Station at the end of their shift. Because of the 4th of July fireworks vehicular congestion, northbound lanes of Sea World Dr. were blocked with stop and go traffic. SMITH activated his overhead emergency lights and entered the center island with the intent of passing the congested traffic to travel northbound on I-5. SMITH was driving at an estimated thirty (30) miles per hour when he collided with the raised center island. His vehicle began airbourne after the collision. The undercarriage sustained extensive damage. The officers initially failed to report the damage. After being confronted they told the investigating officer the collision occurred earlier in their shift as they were responding Code 3 to a cover call. An amended report was prepared by their immediate supervisor.

REVIEW COMMITTEE DATA

PRIMARY CAUSE OF ACCIDENT

Speed

NON-PREVENTABLE

PREVENTABLE

CATEGORY 1
CATEGORY 2
CATEGORY 3

NO VEHICLE
ACCIDENT

INDUSTRIAL INCIDENT
VANDALISM
OTHER

CONCLUSIONS AND RECOMMENDATIONS:

Officer SMITH was driving at an unsafe speed and willfully disregarded the safety of the other motorists on the roadway. He violated Dept. Procedures 1.13 III, B, 2 & 3. when he activated his emergency lights and drove in the painted center island to drive around the congested traffic.

ACCIDENT HISTORY

LIST ALL ACCIDENTS (EXCLUDING NVA'S) EMPLOYEE HAS BEEN INVOLVED IN WITHIN LAST 3 YEARS

11-17-87 Preventable Category 1 Two hour driving class.

08-03-89 Preventable Category 1 Warning.

01-05-90 Non-Preventable.

CHAIRPERSON SIGNATURE/D

PLEASE INDICATE ALL MEASURES TAKEN TO PREVENT RECURRENCE. IF PREVENTABLE, PROVIDE
CATEGORY AND DISCIPLINARY ACTION TAKEN. EXTEMUATING CIRCUMSTANCES MUST BE EXPLAINED.
SECTION 7.3 OF A.R. 75.12 SHOULD BE RE-READ.

IF THIS IS EMPLOYEE'S FIRST PREVENTABLE ACCIDENT IN THREE YEARS WAS TRAINING
OPTION OFFERED? IF NOT, EXPLAIN.

YES	NO
-----	----

I HAVE REVIEWED THIS
REPORT IN ACCORDANCE
WITH A.R. 75.12.

ACTION TA

APPOINTING AUTHORITY/DATE

DEPT. HEAD SIGNATURE/DATE

CITY of SAN DIEGO
MEMORANDUM

FILE NO: 430

DATE: 9-28-90

TO: John C. Smith, Police Officer II, I.D. #4047
FROM: James B. Sing, Commanding Officer, Northern Division
SUBJECT: Notice of Departmental Appeal Rights

After consideration of the information provided during your Skelly interview on WAIVED SKELLY, I have decided to forward my recommendation for your 20 DAY SUSPENSION to the Chief of Police. You have the right to appeal the recommended discipline to the Chief of Police prior to any disciplinary action being taken. In order to appeal, you must submit a written appeal to the Chief's Office within three (3) working days of receipt of this notice. Failure to make written appeal within the three day period will be deemed a waiver of your right to appeal this disciplinary action within the Department.

[Redacted]
James B. Sing, Commanding Officer

This Notice of Departmental Appeal Procedure was handed to me in the presence of LT Gollifor on 9-29-90. I have been given full explanation as to my right of appeal within the Department and instructions on how to proceed. Receipt of this memorandum is acknowledged.

[Redacted]
Employee's Signature

9-28-90

Date